The New-York Times.

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PARISIAN NOTES.

DISASTROUS EXPLOSION OF CHEMICALS.

A MANUFACTORY LAID IN RUINS—THANKS TO POSTMASTER GENERAL JEWELL—THE BERNE POSTAL CONVENTION—AN EXTRAORDINARY FEAT—PRACTICAL JOKERS AND SHARPERS.

From Our Own Correspondent.

PARIS, Friday, Nov. 20, 1874.

Yesterday morning, just at the break of day, all Paris was aroused by a terrible explosion, which shook every house in the city. The ominous sound brought recollections of the Regent's Park gunpowder disaster to every mind. Thousands of persons rose at the unusual hour of 6:30 o'clock to ascertain what had happened, and it was soon rumored about that one of the detached forts had been blown up. The Police were soon informed, however, that the report was that of a manufactory of chemicals at St. Denis. Few could believe that the effects produced in the city could have been caused by an explosion of chemicals, or that so powerful a concussion of air could have been produced by a disaster so far distant. I must confess that I was among the skeptical. Believing that Montmartre or Batignolle must be in ruins I took a cab and hurried away to the scene of the catastrophe. On passing the fortifications I found no signs of it except a few hundred broken panes of glass, and it was only on reaching St. Denis that I began to see the real effects of the explosion. It was as reported by the Police, and occurred in the color factory of M. Poirier, rue des Poissonniers. Some dangerous chemicals are used in this business. That which caused the explosion was the nitrate of methyle, the chemical base of nitro-methyline, a substance that boils at 68° Fahrenheit, and takes fire or explodes at the boiling point of water, 212°. The greatest care is necessary in the preparation of this matter, and they are expressly forbidden to enter the rooms in the morning with open lanterns. Shortly before 6:30 yesterday morning the workmen began to arrive, and the fire in the furnace was raked over and more fuel put in. There was a retort full of ether, which was suddenly raised to a high temperature, and the above liquid was also subjected to great and sudden pressure. The atmosphere was filled with etheric fumes, when a young workman, named Danielli, entered with a lantern. There was a flash, a sudden raising of the temperature about the already heated retorts, and then came the terrific explosion. The whole establishment was laid in ruins and the body of Danielli completely carbonized. Three others were taken out mortally wounded and have since died. One poor fellow was taken off to the hospital begging and pleading for somebody to give him the *coup de grâce*, and died upon the threshold in great agony. The sight of the ruins was really pitiful. Everything was leveled to the ground, and for a long distance about there was not a whole pane of glass. The railway station, with its glass covering, was blown to pieces, and several partitions between different rooms are not to be found, not a scrap of them remaining. The clock upon the front stopped at 6:31, the precise moment of the disaster.

There seems to be something providential in explosions of this kind. Had this occurred half an hour later, at 7 o'clock, when hundreds of workmen arrive, the loss of life must have been dreadful. At that hour, too, the tidal train came up, and was stopped by the *débris* encumbering the way. It took two hours to make a passage for the train. M. Duval, Prefect of Police, arrived just before me, and before I left word came that the Minister of the Interior had sent 500 francs to relieve the sufferers. About the spot were the wives and children of the workmen in agonies of fear and doubt, but in a short time all but a few were reassured. Danielli was unmarried, but two of the others killed have families. I have felt the necessity of dwelling upon this disaster for the purpose of pointing a moral. We are far too careless in such matters. This shows that there are materials used in industry and the arts that may be as dangerous as gunpowder, and some means should be found for isolating these manufactories. The proprietors are fully aware of the danger. They said that since an explosion was very probable it was not worth while erecting costly buildings, hence threw up a few wood and plaster constructions upon a vacant lot. But if this is the feeling on the part of the manufacturers, the Police should feel that there are costly buildings round about full of human beings that may be blown up at any moment. In this case the force of the explosion took the direction of the railway station and hence the damage was comparatively small. We all recognize the necessity of laws for regulating the manufacture, storage, and carriage of gunpowder, but here we have an instance to prove that there are chemical substances used in the arts quite as dangerous as powder. A curious detail to close this subject. It is said that all the *vitriers* of Paris hurried to St. Denis as soon as they heard of the accident, and when I was driving back to the city I heard one continuous cry of "Glass put in!" "Mind your windows!" "*Vitri-i-i!*" the peculiar cry of the Parisian glazier. *A quelque chose malheur est bonne*, for this industrious class will find enough to do for the next few days. The number of panes of glass broken is almost incredible, far more than were broken by all the Prussian bombs sent into this city during the siege.

THANKS TO POSTMASTER GENERAL JEWELL.

At the request of many Americans in Paris I desire to give thanks to the Postmaster General for a signal service just rendered us here. The mails arrive at Queenstown on Saturday with tolerable regularity, and reach London during the night; but as everything is closed in England on Sunday our mails remained there idle until Monday night, when they were sent off, and arrived here Tuesday morning. They were distributed about 10 o'clock. This was an abuse that clearly called for redress. We began to ask for a postal agent in London, and the Postmaster General promised to inquire into the matter. The loss of twenty-four hours upon the bills of exchange drawn upon Paris, Rome, Vienna, and other cities was something enormous at the end of the year. When Mr. Blackfan came through Paris on his way home from Rome I represented the case to him, and he promised me to give it his immediate attention on his arrival in London. Mr. Blackfan was as good as his word. He looked into the matter, and succeeded in making an arrangement with the British Postal Department to forward the American mails for the Continent directly on. In expressing our satisfaction I take occasion to let Gov. Jewell and Mr. Blackfan know that the arrangement appears to work well, and that we got our mails very early Monday morning last.

THE POSTAL CONVENTION OF BERNE.

While upon this subject I may mention that the Paris Syndical Chamber of Commerce (for exportation) has just addressed a communication to the Minister of Finance, to express regret that the French Government has not seen fit to adhere to the Postal Convention of Berne. On all sides I hear that the American delegates made their mark at this congress, which was more than I could say last year with regard to the Patent Congress of Vienna. But some allowance must be made for our delegate there on account of the obvious fact that he was badly advised by the American Minister, whose extreme desire to make his congress a success obscured his judgment with respect to the dignity of Mr. Thatcher's position. That gentleman was fully warned, however, and if he did not heed it he has had sufficient reason to regret it since. At Berne, however, everything went on like clockwork, and the results have been admirable. Not the least of them is the forcing of the French Government. It has been placed in a position where it will be obliged to enter into the arrangements, or suffer great loss. The exporters contest the grounds put forward by the Minister for not joining the Postal Union, and say that French trade is thus deprived of advantages which will now be enjoyed by its competitors. A little wholesome agitation of this sort must soon bring the French Government to terms, and then we can get our letters at a still further reduced rate, and our newspapers, of whatever size or weight, at two cents per copy. The extra price now paid is nothing to the trouble and loss of time caused by weighing each journal for the purpose of getting at the exact proportional stamp.

AN EXTRAORDINARY JEST—PRACTICAL JOKERS AND SHARPERS.

The feat of Lieut. Zubowitz, who rode from Vienna to Paris, on one horse, in fifteen days, has made that gentleman a celebrity. He was invited to dine with the Marshal, and any number of dinners were given him by the members of the Austrian colony. The dinner of adieu will be offered by the Jockey Club. I mention this in order to note two clever tricks. There seems to be a class of *farceurs* here who spend their time in getting credit for the feats of others, for the purpose of enjoying a momentary notoriety. The morning after the Lieutenant's arrival two men called at the office of the *Figaro*, one, acting as interpreter, saying that he had come to introduce his friend Zubowitz. The latter could not speak a word of French, he said, and he rattled off the story of the trip. The two enjoyed the hospitality of the *Figaro*, and left in high spirits. The reporter published an account of the interview. The real Zubowitz, who speaks French like all Hungarians, was at that hour at the Austrian Embassy, and the *Figaro* was victimized by two clever jokers. This was nothing, however, to the trick played upon the Marquis Andori, a noted lover of horse-flesh. A man came to offer him Caradoc, the horse ridden from Vienna, and as the animal had been announced for sale, the Marquis made the purchase. The next morning the man came with "Lieut. Zubowitz," "who could speak no French," and after some bargaining the Marquis bought "Caradoc" for 12,000 francs. When he announced his acquisition at the Jockey Club the Marquis learned that he had been victimized by sharpers, and found that the animal he had purchased was one sold at Tattersall's that morning for less than a thousand francs. M. D'Andori was so angry that he sent the poor brute to the equine butchery to be turned into hippographic sausages as quickly as possible.

THE USE OF HORSE-FLESH.

This reminds me of the report of the committee for the promotion of the use of horse-flesh. During the third quarter of 1874 the equine butchers of Paris have disposed for public food of 284,110 kilometres of meat, coming from 1,555 horses, donkeys, and mules. The number of those animals sent to the slaughter-houses in the corresponding three months of previous years was 1,144 in 1872, 626 in 1869, and 535 in 1867. Similar progress has been made in the provinces. The horses delivered to consumption were paid for at 125 to 150 francs on an average—that is to say, at least 100 francs more than the knackers gave. The principal causes of those animals being slaughtered are, foundering of the feet, contraction of the tendons and ligaments, roaring, broken wind, viciousness, old age, &c.

LOSSES BY FIRE.

THE BUSINESS PORTION OF THE TOWN OF WILTON, N. H., DESTROYED—LOSS OVER $80,000.

A fire broke out in Wilton, N. H., at 5 o'clock yesterday morning, and destroyed the business portion of the town. The fire originated in Wallace's block, and spread rapidly, involving the following losses:

Wallace's building, loss $3,500, fully insured; Masonic Hall, loss $2,000, insurance $1,000; Charles Tarbell's building, occupied by the Post Office and Bradbury, apothecary, loss $4,000, insurance $8,000; D. B. Needham, store and goods, loss $5,000, insurance $3,000; Frank Kent, loss $3,500, insurance $200; the Wilton Savings Bank, in Burr's block, loss $3,000, insurance $2,000; Hon. Charles H. Burns' law library, loss $1,000, fully insured; the Town Library, insured for $2,000, which covers the loss, as one-third of the books were insured; the Whitney House, a large hotel, loss $25,000, insurance $18,000; the furniture in the hotel was owned by W. A. Jones, whose loss is $6,500, insurance $5,000; Alfred E. Jaynes, grocer, loss $10,000, insurance $6,500; William S. Taggard, boots and shoes, loss $2,500, partially insured; Mrs. William P. Dunckle, store, loss $500; Samuel Barrett, cottage, loss $1,500; Dr. Henry Trevelt, apothecary, loss $7,000, insurance $4,500; N. D. Foster, loss on stock, $6,000, insurance $4,000; the Whiting House stable, owned by Messrs. Page, of Boston, loss $3,000, supposed to be insured; S. T. Hutchinson, loss $1,000, insured; Tarbell & Seward, loss $1,500, insured; J. Mitchell, loss $1,500, insured; Samuel Center, loss $1,000, insured; James Hunnaford, billiards, loss $500; Railroad Hotel, loss by removal $500, insured. The companies most heavily represented are the Home, of New-York; Hartford and Phœnix, of Hartford, and the New-Hampshire State. The fire is a terrible blow to Wilton, but the citizens are courageous, and will rebuild.

OTHER FIRES.

A fire at Farns City, Butler County, oil district, Penn., at noon yesterday, destroyed about two-thirds of the town. Seventy-five buildings were burned, including two hotels and the Post Office. The loss is estimated at $100,000, with little insurance.

The Reading Railroad car-repairing shops in Palo Alto, Penn., were burned Tuesday night. The loss is about $7,000; uninsured. Fifty men are thrown out of employment by the fire.

GOV. BIGLER ON THE CENTENNIAL.

NORWICH, Conn., Dec. 2.—Ex-Gov. Bigler, an agent of the Centennial Board of Finance, addressed a limited gathering of prominent citizens and manufacturers of Eastern Connecticut this evening by invitation. His speech was long, interesting, and important, having been prepared for this occasion. He announced the significant fact that the Board of Finance has resolved to abandon the idea of asking aid from Congress. He recounted the history and showed the present status of the enterprise, correcting many wrong impressions regarding its prospects set afloat by some papers, and showing the outlook, both as to the national and international features, to be wonderfully encouraging.

WASHINGTON.

THE TRANSPORTATION QUESTION IN CONGRESS.

MOTIVES OF MEMBERS IN SUPPORTING IT—THE BROOKLYN POST OFFICE CONSOLIDATION—PROTESTS AGAINST IT—THE ARCHITECT OF THE TREASURY—THE UTAH CONTESTED ELECTION.

Special Dispatch to the New-York Times.

WASHINGTON, Dec. 2.—The cheap transportation question will claim attention again in Congress this Winter, but there seems to be no expectation on the part of the advocates of the different schemes that any action can be obtained. There has been no question before Congress recently that has attracted so much attention, and at the same time failed to obtain more sincere advocates. Many members of each house will attach themselves to particular schemes in which their constituents are interested, but scarcely one will be found addressing himself to the task of improving, in the best way, the means of traffic between the interior and the seaboard. The opening of the mouth of the Mississippi will be again urged, and the Eads plan of constructing jetties will be pressed with renewed vigor. Mr. Eads has spent the Summer examining the principal constructions of jetties in Europe, and his convictions of the feasibility of deepening the Mississippi River by his plan presented last year, have been strengthened. This struggle over the methods of reaching the desired result has its basis in a large degree in the hostility between engineers in military and civil life. Army engineers for the most part think there is no engineering ability or learning outside the Engineer Corps, and, on the other hand, civilians have little more esteem for their professional rivals in the army. In this instance, almost all the army engineers oppose the jetty scheme, and the civilians almost as generally oppose the project of a canal. Delay in beginning any work on the river will be the consequence.

The Postmaster General has received to-day a large number of remonstrances by telegraph against the consolidation of the Brooklyn and New-York Post Offices, recommended by the Special Agents. The protests are so numerous and so earnest that no action without a full consideration of the case will be taken; and, if the wishes of the people generally are represented by the statements received to-day, it is not at all likely that the proposal of the Special Agents will be adopted.

MR. MULLETT'S PROPOSED SUCCESSOR.

John McArthur, Jr., to whom the position of supervising architect has been tendered, has had the superintendence of the construction of the Philadelphia Court-house and Post Office. He has an excellent reputation as an architect, and his plans for the Centennial Exposition Buildings were considered among the very best that were offered. It is Secretary Bristow's opinion that first-class executive ability is more required in the position at the present time than professional talent. It has been suggested that the duties of the office should be divided, and that the supervision of the construction of the buildings should be placed in charge of one person, who would visit frequently all the different points at which buildings are in process of erection. The work of designing or preparing plans, or approving and supervising plans drawn by others, would then be given to another officer, who should be stationed in Washington.

THE ALABAMA CLAIMS.

Counsel for the Alabama claimants are exceedingly anxious about filing their cases, and they seem to be desirous of learning the experience of others by which to guide their own course of proceedings. The commission will resume its sessions to-morrow, and there is a prospect that several months will be occupied in the hearing of legal arguments on demurrers that have already been filed.

The Committee on Elections will have two or three election cases, still pending in the House, to decide as soon as possible after the meeting of Congress. The first and most important is that of Delegate Cannon, from Utah. The Elections Committee, by a majority of one, it will be remembered, kept his case from a direct vote in the House last Winter. The responsibility for this action has been shifted about from one member to another of the committee, and two or three of them seem very little inclined to assume it. It is probable that a majority of the committee will, on the reassembling of Congress, put the case in such shape that the House can vote directly on the question whether a polygamist shall hold a seat as a delegate from Utah. In this case the contest of the claimant for Cannon's seat has been substantially abandoned, and the question is, practically, whether Cannon shall be expelled. He has held his seat for two years, lacking three months, pending the decision, and if the case goes over this Congress undecided he will undoubtedly be admitted to the next house by the Democratic majority. Whatever may happen it is generally understood among those interested that a strong effort will be made to pass a law prohibiting in the future a bigamist from holding a seat, either as a member or delegate in Congress.

Dispatch to the Associated Press.

THE LATEST SPANISH OUTRAGE IN CUBA.

Much interest is manifested in executive and diplomatic circles as to what course Great Britain will pursue relative to the seizure and taking to Santiago de Cuba of the schooner flying the British flag, as it has been only a year since the Virginius trouble occurred between Spain and the United States.

THE SUCCESSOR OF MR. MULLETT.

The Secretary of the Treasury this afternoon tendered the position of Supervising Architect of the Treasury to John McArthur, Jr., of Philadelphia. No response has yet been received from Mr. McArthur.

LAUNDRESSES IN THE ARMY.

The War Department orders that the use of serviceable tents or other canvas to cover laundresses' quarters, or for any purposes other than those for which such articles are furnished, is to be strictly prohibited, except in cases of emergency where their use is absolutely necessary to protect public property.

THE CIVIL RIGHTS BILL.

Movements are on foot for a convention of colored men in this city on the 8th inst., to advocate the passage of the Civil Rights bill now before Congress.

NAVY ORDERS.

Acting Assistant Surgeon John N. Cronin has been ordered to the Naval Hospital at Pensacola; Lieut. R. B. Peck has been detached from Mare Island Navy-yard and ordered to the naval headquarters at San Francisco; Acting Assistant Surgeon William Martin from the navy-yard at Pensacola, Fla., and ordered to resume his duties at New-Orleans.

THE DELAWARE AND HUDSON CANAL CLOSED.

PORT JERVIS, N. Y., Dec. 2.—The Delaware and Hudson Canal has been formally closed, the last boats reaching tide on Sunday and Monday. The coal shipments over the canal from Honesdale from the opening of navigation to the 21st ult., when the last boats were laden at that place were 1,315,682 tons. The shipments last year were 1,358,053 tons, showing a decrease this season of 42,371 tons. At the close of navigation in 1873, there were stored on the docks at Honesdale, 224,931 tons of coal. This year there are but 40,844 tons there, although the shipments are less. This fact shows the comparative inactivity at the mines of the company. The company has shipped about 230,000 tons over the Erie since last January.

THE WESTERN RAILROADS.

ABOLITION OF THE FREE-PASS SYSTEM.

CHICAGO, Ill., Dec. 2.—A meeting of Western railroad men was held here to-day, with the object of ratifying the arrangement entered into two years ago for the abolition of the free-pass system, and to secure for this arrangement the co-operation of the roads leading west and south from St. Louis, which have heretofore held aloof from it. After a full discussion of the matter the following resolutions were unanimously adopted:

Resolved, That on and after the 1st day of January, 1875, the whole system of issuing free passes over and upon the roads represented at this meeting shall be abolished and discontinued, and that after that date no free passes or tickets for which the full regular fare is not paid, shall be issued, directly or indirectly, in any form, by any railroad company here represented, or its agents, over its road, or any part of the same, to any person or persons, or for any purpose whatsoever, but that aside from the officers, agents, or employes of said respective railroad companies while traveling on their own roads, and while employed in the service of their respective companies, all persons and classes of persons shall alike be required to pay the usual and established fare, except as hereinafter provided.

First—This agreement shall not extend to cases in which any of the companies signing this agreement are bound to issue passes by virtue of leases or existing written contracts.

Second—It is understood that to constitute an employe entitled to the privileges of passes under this agreement, the person employed shall receive a regular salary on the pay-rolls of the company; that all passes which have been issued may remain outstanding and in use until the 31st of December next, unless they sooner expire, but none are to be renewed or others issued.

The following agreement was then entered into:

The undersigned railroad companies hereby agree, each with the other, to keep strictly, to observe, maintain, and carry into effect the provisions of the foregoing resolutions: Chicago, Burlington & Quincy, Illinois Central, Chicago and North-western, Winona and St. Peter, Milwaukee and St. Paul, Chicago, Rock Island and Pacific, Chicago and Iowa, Chicago and Paducah, Chicago, Pekin and South-western, Gilman, Clinton and Springfield, Chicago and Alton, Chicago, Danville, and Vincennes, Western Union, Missouri, Kansas and Texas, Hannibal and St. Joseph, St. Louis, Kansas City and Northern, Atlantic and Pacific, Kansas City, St. Joseph and Council Bluffs, Kansas Pacific, Leavenworth, Lawrence and Galveston, Missouri, Fort Scott and Gulf, Central Branch of Union Pacific, and Iron Mountain.

A meeting of the General Freight Agents was also held, and it was decided that arbitrary rates should hereafter be imposed on all through freights from Chicago and St. Louis to points West. An agreement was also entered into which specified that no railroad company would contract for freight after Jan. 1 below the rates agreed upon in June of the present year.

LOUISIANA.

RESIGNATION OF NEW-ORLEANS COUNTY OFFICIALS DEMANDED.

NEW-ORLEANS, Dec. 2.—The tax-payers of this city and county met at the St. Charles Theatre to-day to take action in reference to robberies by the county officials, and destruction of the official books and records of the county. The meeting adjourned from the theatre to the Court-house, where they assembled en masse, and demanded the resignations of the dishonest officials. The Sheriff and a magistrate offered their resignations, but the others could not be found. The immediate cause of this move on the part of the tax-payers arises from the fact that the Sheriff has given no bond, and they are unwilling to pay him some $200,000 now due without his giving a good and sufficient bond.

Some of the other officers are under indictment for the fraudulent issue of warrants, embezzlement, &c., and it is charged that the Sheriff packs juries in their interest, and that the Clerk of Court permits the abstraction and destruction of papers and records containing evidence of their guilt.

Col. John D. Baird took charge of the Sheriff's office to-day, and guards are placed around the Court-house to prevent depredations.

THE WEATHER.

PROBABILITIES.

WASHINGTON, Dec. 2—1 A. M.—*For New-England and the Middle States clear or fair weather, with brisk south or west winds, falling barometer during the day and rising temperature.*

For the lower lake region, areas of light rain, followed by clearing weather, south-west to north-west winds, rising barometer, and lower temperature during Thursday night.

For the canal region of New-York, the temperature will remain above freezing during Thursday night.

IN THIS CITY.

The following record shows the changes in the temperature during the last twenty-four hours, in comparison with corresponding date last year, as recorded at Hudnut's drug store:

	1873.	1874.		1873.	1874.
3 A. M.	21°	32°	3 P. M.	36°	46°
6 A. M.	26°	31°	6 P. M.	36°	43°
9 A. M.	30°	34°	9 P. M.	36°	42°
12 M.	33°	39°	12 P. M.	36°	40°

Average temperature yesterday..........38⅜°

Average temperature same date last year..........31¾°

SUSPENSION OF THE CITIZENS' BANK, PHILADELPHIA.

Special Dispatch to the New-York Times.

PHILADELPHIA, Dec. 2.—The suspension of the Citizens' Bank was announced this evening. It was established under the State law about two years ago, and had a paid-up capital estimated at $100,000. It is said that the President loaned $90,000 of the funds of the bank to a certain firm in this city on their own paper, and that of a St. Louis house. The firm here has many obligations, and the financial condition of the Western concern is also regarded as weak. The President's action having come to the knowledge of the Board of Directors, and facts in connection with the case having come to their notice, they decided not to sanction the proceeding, and agreed to arrange for a settlement of the affairs of the institution. A private meeting was, therefore, held this evening, at which it was decided that a suspension of business was advisable, that a call upon all parties having accounts with the institution should be made, and a committee was appointed to investigate the President's proceedings. Under the State law the stockholders are undoubtedly responsible to the extent of the stock held by them, and depositors are thus secured from any loss. The concern has not, it is stated, been embarrassed in any way, and its affairs since the resumption after the panic are believed to have been generally in a satisfactory condition. The opinion is expressed that if the debtors of the bank become alarmed their notes will not be promptly paid and complications may result, but most of the paper is said to be good. The President is John Wiegand, Jr. He is an old and experienced bank officer and has always been regarded as a man of strict integrity.

FREIGHT CHARGES.

CINCINNATI, Dec. 2.—At a meeting of the Board of Railway Commissioners, held at the Grand Hotel to-day, it was decided that mileage on east-ward bound freights between common points should be calculated by the shortest routes, and the rates should be made accordingly.

LATEST NEWS BY CABLE.

GREAT BRITAIN.

ERIE RAILWAY LITIGATION—THE DECEMBER COUPONS—AN INJUNCTION.

LONDON, Dec. 2.—Mr. McKenna, an Erie Railway shareholder, obtained an injunction in the Chancery Court to-day restraining the Erie Company from applying money raised by hypothecating bonds of the second consolidated mortgage loan toward paying the December coupons. The case will come up again on the 11th inst.

DR. KENEALY DISBARRED.

LONDON, Dec. 2.—The Benchers of Gray's Inn, to-day, after a short deliberation, disbarred Dr. Kenealy.

LONDON, Dec. 3—6 A. M.—The Lord High Chancellor, Lord Cairns, has removed the name of Dr. Kenealy from the list of Queens Counsel.

SMALL-POX ON THE STEAM-SHIP ABBOTSFORD AT LIVERPOOL.

LONDON, Dec. 2.—There is considerable alarm here in consequence of the discovery of eight cases of small-pox on board the steam-ship Abbotsford, which is at the Victoria Docks undergoing repairs of the damage sustained by colliding with the steam-ship Indus, while on the passage from Antwerp for New-York. The eight persons afflicted with the disease were removed to a hospital, and the Abbotsford is being disinfected. The remainder of the passengers had left the vessel and gone to Liverpool before it was known that there was small-pox on board.

GERMANY.

THE LARGE GERMAN BALANCE IN LONDON NOT TO BE WITHDRAWN.

BERLIN, Dec. 2.—A recent allusion in the Reichstag, by Herr Campenhausen, Minister of Finance, to large sums of money to the credit of Germany in London capable of sudden withdrawal, has occasioned some uneasiness. With the object of removing this feeling a semi-official announcement is made to-day that no such removal is now contemplated.

ILLNESS OF FIELD MARSHAL VON ROON.

BERLIN, Dec. 2.—Field Marshal Von Roon, Imperial Minister of War, is seriously ill.

FRANCE.

DELIBERATIONS OF THE CABINET ON THE MESSAGE OF THE PRESIDENT.

PARIS, Dec. 2.—A draught of the message to be submitted to the Assembly by President McMahon was read in the Council of Ministers yesterday. A paragraph in the message in regard to raising the state of siege was energetically objected to by a majority of the members, who claimed that the maintenance of the state of siege was necessary in consequence of the recent successes of the Radicals in the municipal elections at Paris and elsewhere in the country. Several of the members of the Cabinet also objected to the manner in which the Constitutional laws were mentioned in the message. A fresh council to determine these questions is to be held to-day.

THE DIFFERENCES IN THE CABINET DENIED—THE TERMS OF THE MESSAGE AGREED ON.

PARIS, Dec. 2.—The reports of dissensions among the ministers are contradicted. The Cabinet this morning settled the terms of the President's message. Semi-official journals say the message is very energetic and conservative in tone, and is calculated to reassure the country against partisan agitation.

The Duke D'Audiffret-Pasquier, of the Right, was to-day elected one of the Vice Presidents of the Assembly.

THE GOLD COAST.

THE QUEEN'S MESSAGE TO THE KING AND NATIVE CHIEFS—ABOLITION OF SLAVERY.

LONDON, Dec. 2.—Advices from Cape Coast Castle of the 7th of November were received to-day. Gov. Strahan had delivered the Queen's message to the King and the native chiefs, saying that England had saved them from ruin, and henceforth slavery was abolished.

TURKEY.

LONDON, Dec. 2.—Mail advices from Constantinople say that the authorities stopped the transmission from that city on the 20th of November of a dispatch reading as follows:

"The already existing discontent of the diplomatic corps at the arbitrary acts of the Government has been the materially augmented by violation by an armed force of a house at Keebaher, near Latakia, belonging to American missionaries. A party of soldiers scaled the house and carried off to prison two natives who had been converted and become Protestant teachers. All the foreign representatives at Constantinople, except Mr. Elliot, the British Ambassador, wished to convene a meeting for the purpose of reminding the Porte of the obligations of its treaties. Mr. Elliot declined to co-operate in the movement for fear that the Russian Government would seize the opportunity to denounce the Treaty of Paris. Mr. Boker, the United States Minister, entered a strong and spirited protest against the violation of the missionaries' house, and reminded the Porte that his Government was always quick and energetic in defending the rights of its subjects. The Sultan promised that full redress should be given for the proceeding."

SPAIN.

DON ALFONSO NEAR THE PYRENEES.

MADRID, Dec. 2.—Don Alfonso is reported as being near the Pyrenees.

REPORTED PARDON OF MR. DOCKRAY—SENOR CASTELAR COMING TO THE UNITED STATES.

LONDON, Dec. 2.—A correspondent reports from Madrid that Mr. Frederick A. Dockray, who was condemned to death by the Spaniards in Cuba, but whose sentence was commuted to ten years' imprisonment in Spain, has been pardoned.

Señor Castelar has been appointed Commissioner to represent Spain at the Centennial Exhibition in the United States.

ITALY.

GARIBALDI'S PENSION TO BE IMMEDIATELY CONSIDERED IN THE CHAMBER.

ROME, Dec. 2.—The Chamber of Deputies, by a unanimous vote, has adopted a motion for the immediate consideration of the subject of Garibaldi's pension.

WRECK OF A STEAMER.

THE LA PLATA LOST OFF USHANT AND SIXTY LIVES LOST.

LONDON, Dec. 3—6:30 A. M.—The steamer La Plata, from Gravesend for Rio Grande del Sud, chartered by the Siemens Brothers to repair telegraph cable, foundered off Ushant on the 29th of November. Sixty persons were drowned. Fourteen survivors were rescued by the Gareloch, of Glasgow, from a boat in which they had been floating twenty-three hours, and were transferred to the steamer Anterior, which arrived in the Thames last night.

The loss of the steamer is attributed to the shifting of heavy grappling apparatus. Of 250 miles of telegraph cable on board, 150 had been paid out, which had to be abandoned in the unavailable attempts to save the vessel by lightening.

THE INTERNATIONAL LAW CONFERENCE.

REFUSAL OF GREAT BRITAIN TO TAKE PART IN THE PROPOSED REOPENING.

LONDON, Dec. 3.—A special dispatch to the *Daily News* from Berlin says it is reported there that Great Britain has formally and finally refused to take part in the International Law Conference which Russia proposed to reopen at St. Petersburg.

CUBA.

THE GOLD BROKERS IN HAVANA DRIVEN FROM THE STREETS—SHARP ENCOUNTERS WITH INSURGENTS.

HAVANA, Dec. 1.—The Police, assisted by a force of volunteers, forcibly drove the gold brokers off the streets to-day.

The following official intelligence has been received from the Eastern Department:

A Spanish column encountered a force of insurgents in the Sierra, killing one. Six Spaniards were wounded. The insurgents attacked the village of Laentrada, but were repulsed. A Spanish party of fifty made an attack upon three insurgent encampments, and killed two of the insurgents. A force consisting of 200 insurgents again attacked the village of Laentrada, carrying off several head of cattle and burning three huts. The village of Ojodeagua was attacked by a body of insurgents on the 11th ult., and a number of horses and cattle were carried off. Pursuit was given, but owing to the bad condition of the roads was unsuccessful. There has been no fighting in the Central Department the past fortnight. In the Cinco Villas District a detachment from San Ambrose, becoming aware of the proximity of the insurgents, reconnoitred and exchanged fire with a party of 150. One Spanish soldier was killed. On the 20th ult. a Spanish force encountered a body of insurgents much superior in number. A stubborn fight ensued, in which the Spaniards lost forty-six killed and wounded. The insurgent loss is unknown.

BY MAIL AND TELEGRAPH.

The internal revenue receipts yesterday were $354,575.

The amount of losses by fire in New-England during the month of November last is $539,250.

The funeral of Gen. Robert O. Tyler will be attended in Hartford, Conn., with military honors this afternoon.

The United States hydrographic steamer Fortune has arrived at Jamaica. The officers and crew are well.

Greer McIlvaine has been appointed storekeeper in the Twenty-fourth Internal Revenue District of Pennsylvania.

It is understood that Edward Jenkins, Agent General for the Dominion of Canada in England, has tendered his resignation.

The United States steamer Wachusett, Commander Taylor, arrived at Fortress Monroe at noon to-day from Key West.

A negro named Isaac Ruffin was lynched at Marion, Ark., on Monday night, by sixty negroes for an outrage on a colored girl.

Angus McDonald, one of the crew of the steamer Northern, was drowned on Tuesday night, at Richmond Station Wharf, Halifax, N. S.

Col. Charles N. Turnbull, a graduate of West Point in 1854, and a prominent officer on Gen. Sheridan's staff during the war, died yesterday morning in Boston.

The Captain and one of the crew of the schooner Ellen from Halifax, N. S., for Charlottetown, were lost overboard, off Cape George, on Monday morning.

Judge W. B. Phillips, of Grant Parish, was arrested at New-Orleans yesterday charged with being an accessory before the fact to the murder of Needham Waters.

The Newcastle (Del.) jury, in the case of Woodward, on trial for killing the boy Lukens, for stealing chestnuts on his place, rendered a verdict of not guilty yesterday.

Capt. Blakeley, of St. Paul, is in Ottawa, Canada, to make a proposition to the Government regarding the carrying of a daily mail from Minnesota to Fort Garry.

The sandstone-cutters of Ottawa have decided not to work this Winter for less than thirty cents per hour. The contractors declare that they will not pay more than twenty-eight.

The Grand Division of the Sons of Temperance of Ontario opened its annual session at Coburg on Tuesday. The reports of the officers show the order to be in a prosperous condition.

Senator Ferry, of Connecticut, is stronger and better in health than he has been for some years. Last week he was actively engaged in attending to his law business, and was able to walk to and from his office.

All the Hartford Fire Insurance Companies, except the Phœnix—now that the Chicago authorities have taken steps to secure better protection against fire—will probably resume writing policies in that city.

John Baier, a German, aged fifty years, keeper of a lager-beer saloon, in Baltimore, Md., committed suicide yesterday morning by hanging himself to a bedpost with a portion of his shirt twisted. Intemperance is assigned as the cause.

A. C. Ferber, Chief of Police of Scranton, Jacob Ferber, and J. H. Schlager, held for the murder of Michael Kearney, had a hearing before Judge Dana, at Wilkesbarre, Penn., yesterday. J. Ferber and Schlager were discharged, and the Chief of Police released on $5,000 bail.

A meeting of the Philadelphia Bar was held yesterday to take action on the decease of the late Ex-Judge Read. Judge Sharswood presided. Resolutions of condolence were adopted, followed by eulogiums from William H. Rawle, Theodore Cuyler, and T. H. Drake. Letters were also read from Gov. Hartranft, Chief Justice Agnew, and Judge Black.

THE COTTON AND CORN CROPS—DECREASE IN PRODUCTION.

MEMPHIS, Tenn., Dec. 2.—The Cotton Exchange crop report for November, issued this morning, gives the following summary, derived from 107 responses from West Tennessee, North Mississippi, and Arkansas, north of the Arkansas River: Sixty-four report damage by frost, forty-three no damage; average damage by frost, 3½ per cent.; average decrease in acreage, 1½ per cent. Due exertions are being made to save the crop. The average closing of the picking season last year was Jan. 14. This year it will close about Dec. 7. The crop is being marketed unprecedentedly fast.

The corn crop of this district is about thirty-two per cent. short of the average of the past two seasons. The aggregate of the responses does not indicate any change in the morale of the laborers. The prospect is that the entire crop will be saved in better condition than ever known.

The committee are of the opinion that the decrease of the cotton crop in this district from last year will be about thirty-five per cent.

A CENTENNIAL CELEBRATION.

SPRINGFIELD, Mass., Dec. 2.—The town of Wendell celebrated its centennial to-day, in connection with the 100th anniversary of the establishment of the Congregational Church. Rev. W. H. Bowman, of Amherst, delivered a historical address.

CHEAP TRANSPORTATION.

SECOND DAY'S PROCEEDINGS OF THE CONVENTION.

REPORT OF THE COMMITTEE ON ARTIFICIAL WATER ROUTES—MR. SOUTHALL'S SUBSTITUTE—LAND AND WATER TRANSPORTATION DISCUSSED—AN IMMENSE CANAL UNDERTAKING—RESOLUTIONS PROPOSED—GOVERNMENT AID TO RAILROADS AND OTHER PROJECTS—GENERAL BUSINESS.

Special Dispatch to the New-York Times.

RICHMOND, Va., Dec. 2.—The convention was called to order by the President, Hon. Josiah Quincy, at 10 o'clock this morning. Col. B. W. Frobel, of Georgia, Chairman, submitted the report of the Committee on Artificial Water Routes, as follows:

At a meeting of this convention, held in Washington City on the 14th day of January last, a resolution was adopted urging upon Congress the necessity of prompt action upon the important matter of transportation, and recommending the opening of four great water lines from the interior to the seaboard; namely, by a northern route, connecting the Mississippi with the great lakes; a central route, between the Ohio and the Chesapeake; a southern route, uniting the Tennessee and Ocmulgee—and the improvement of and opening the Mississippi. These resolutions were laid before Congress, and your committee are happy in announcing the fact that the Committee on Transportation Routes of the United States Senate has, after a careful consideration of the whole subject, unanimously recommended the building of the four great lines indicated therein. The report of the Senate Committee is full and perfect upon this question of transportation, and we earnestly recommend its careful perusal by every one interested in the future development of our country. The closing paragraphs cover so fully the whole ground under consideration, that your committee beg leave to lay them before you, as embodying their own views upon this question. The Senate Committee says:

In view of the benefits and advantages to be derived from each of the four proposed routes, and from their combined influence when in constant competition with each other and with the railroad system of the country, it is in the judgment of your committee entirely safe to say that the completion of the system of improvements suggested will effect a permanent reduction of fifty per cent. in the cost of transporting fourth-class freights from the Valley of the Mississippi to the seaboard; and that the cost of carrying a bushel of wheat or corn to the markets of the East and of the world will be reduced at least twenty to twenty-five cents per bushel below the present railroad charges, and that a similar reduction will be effected on return freights.

Mr. Frobel concluded this report by offering the following resolution:

Resolved, That we heartily indorse the recommendations upon water lines contained in the report of the United States Senate Committee on Transportation Routes, and we earnestly recommend Congress to adopt such measures as will result in their speedy construction.

TRANSPORTATION PROBLEMS AND SUGGESTIONS.

Mr. James C. Southall, of Richmond, Va., then offered the following paper, which he read, as a substitute for the foregoing report:

After some preliminary remarks with reference to the importance of the subject, and to the necessity of gathering and looking at all the facts, Mr. Southall said that in the report, which was the result of a year's labor on the part of a committee composed of the ablest men in the land and commissioned by the highest authority in the Government, the champions of cheap transportation had now before them the materials for arriving at an intelligent decision on the question. The primary point to be settled in the premises was the comparative economy of transportation by rail and by water. He himself had no doubt that water transportation was much the cheaper, but as there were yet those who contended that transportation by rail was the more economical, he would examine the facts, which would speedily settle the question. The Erie Railway and the steamers from New-York to Boston have an arrangement by which the rates on freight between Buffalo and Boston are divided, the railroad company getting for each mile of railroad three times as much as the steamers receive for a mile on the water. Mr. McAlpin, in his address before the New-York Chamber of Commerce, May 8, 1873, informs us that on the Hudson River the charges for transportation by water are one-fourth of those by the Hudson River Railroad Company in Summer, and one-sixth of the Winter rates of the railroad when there is no water communication. The charges for railway transportation by the railway from New-York to the Pacific are thirty times the charges by sailing vessels, and fifteen times as great as the cost by steamer via Panama. From Louisville to New-Orleans (1,400 miles) the average rate through the year for freight is $5 per ton by water, and $10 by rail.

The Pennsylvania Railroad Company may be presumed to appreciate the merits and capacities of railroads, and (owing mainly to the low price paid for coal) it transports freights at a lower rate than any other railroad in the United States. And yet this company has purchased or leased over 400 miles of canal, and since it got possession of them has proceeded to extend and improve them. Then, after giving other similar examples, and leaving this question of the comparative economy of land and water transportation, Mr. Southall proceeded to compare the freight movements on the Erie Canal and the Erie and New-York Central Railroads. "This comparison will show," he said, "that the freights transported over the railroads have increased much faster than the freights transported over the canal. The New-York Central tonnage increased from 943,215 tons in 1856 to 5,564,274 tons in 1872, while the tonnage on the Erie Canal increased during the same period from 2,107,678 tons to 3,562,560 tons. In this, we are told, is perceived the superiority of the railroads to the canals; and right here the case looks stronger for the advocates of railroad transportation than anywhere else. A little scrutiny into the facts and the conditions affords, however, an easy explanation of the sharp rivalry between rail and water at this point. Right at the outset we find a partial explanation in one very material fact, and this is, that the rates of transportation on the Erie Canal are very high; that is, they averaged, in 1872, $3 70 per ton, or more than 11 mills per ton per mile. It is not very difficult for such a road as the Erie, or the New-York Central, to compete with this. Nearly one-third of the charge on the Erie Canal is for tolls, which go to the State. This magnificent work, at the close of the fiscal year for 1866, had paid to the State of New-York, (including interest,) the enormous sum of $181,828,604, or $41,397,651 over and above the total expenditures for construction, maintenance, and repairs, (including interest.) Another material fact going to explain the greater relative increase of business on the railroads is that since 1856 the railways referred to have increased very much the length of their lines, the New-York Central, for example, now including the Hudson River Road, (150 miles); while the Erie Road, from 1861 to 1873, added 395 miles of branch road to the main trunk. These facts alone are sufficient to account for a vast portion of the increase of freight on these routes. I have only the figures from 1861 to 1873 for the Erie, but in these twelve years the road and its branches increased in length from 559 to 954 miles. Of course its business increased."

Other reasons given by the speaker for this increase of railroad traffic were the immense improvement in railway apparatus and administration, the fact that the roads are at work while the canals are blocked by ice; and the movement of the centre of the grain production far west of the lakes, where this class of freight can be reached by the railroads, but where ruinously high local rates prevent its passage to the lake ports, and hence also prevent its transportation by canals from those points. The speaker next discussed how the Erie Canal might be so improved as to increase its capacity, decrease the expense of transportation, and improve the regularity and speed of freight delivery. He was of opinion that if the canal were so enlarged as to admit of the use of boats carrying 600 tons, and if steam were introduced, as to the practicability of which recent experiments left no doubt, freight could be transported from New-York to Chicago at $3 per ton and within ten or eleven days. The substitution of steam for horse power would alone increase the capacity of the canal to 12,000,000 tons per season of 210 days; and if the locks were increased to twenty-five feet in width, there would be a further increase to 24,000,000 tons. He submitted that this demonstrated the ability of water transportation to meet the requirements of internal commerce.

ANOTHER BID FOR NEW-YORK'S EXPORT TRADE.

Mr. Southall then said:

"I invite your attention now to another great water line recommended by the Committee. The Central Water Line traverses the heart of the Union and connects the waters of the Mississippi and the Chesapeake. It reaches, indeed, beyond the Mississippi, for it embraces 1,500 miles of river navigation up the Missouri. As the Erie Canal gave a mouth to the Lakes, so the James River and Kanawha Canal offers an Eastern outlet to the great and growing commerce of the Ohio River, as well as to that of the Mississippi and the Missouri. The abundant waters of the James traverse the State of Virginia, while the New River and the Kabawha, running in an opposite direction, mingle their waves with those of the Ohio. It is only necessary to unite the upper waters of these streams, which are divided by the Alleghanies, to have a continuous water-line from Hampton Roads to St. Louis and Yankton and St. Paul. The value of the total commerce of the Ohio River for 1872 was $716,000,000—greater than the total foreign imports of the United States for 1872-73. From the cities on the Ohio, from many important points on the Mississippi, from all points on the Missouri, the *distances* on this line are less than by any other route to the seaboard.

The distance is several hundred miles less by water from Cairo to the capes of Virginia than it is from Cairo to New-York; 220 miles less from Louisville or Cincinnati to the capes than from Louisville or Cincinnati to the mouth of the Hudson; nearly 500 miles less from St. Louis by the first route than by the second; nearly 400 miles less from the mouth of the Illinois; 100 less from Keokuk; 175 less from Kansas City. The construction of this line contemplates not only the completion of the James River and Kanawha Canal, but the removal of the bars in the Ohio and the Mississippi, so as to have seven feet of water all the year through from Point Pleasant (at the mouth of the Kanawha) to St. Louis. With a full head of water a ton of produce can be carried on the Ohio or the Mississippi for from one and a half to two mills per ton per mile; but in the Fall, when the water is low, in consequence of the bars, the rate is eight and a half mills. A bushel of wheat, which it costs six cents to carry from St. Louis to New-Orleans in the Spring, costs from thirty to thirty-five cents in the Fall. Is it not an extraordinary spectacle that for three months in the year these great natural water-ways are practically dry? *Per contra*, for four and a half or five months in the year the Northern water routes are locked with ice. What we especially need is a water line between the Mississippi and the seaboard which is not closed by frost in Winter nor obstructed by sandbars in Summer; we want a full tide of open water throughout the year across the continent. Fifteen millions of dollars will clear the channels of the Mississippi and the Ohio, so as to afford seven feet of water during the dryest season, and the construction of the James River and Kanawha Canal will afford an open water-way of seven feet depth in connection with the Ohio for eleven months in the year. This is the great advantage which the central water line has over the route by the lakes and the Erie Canal and that by the lakes and the St. Lawrence." "This route," observed Mr. Southall, "would be closed by ice only thirty days in the year, and, furthermore, four of the largest interior cities of the continent—St. Louis, Cincinnati, Louisville, and Pittsburg—are situated directly upon it. The trade of these cities, together with the other towns and cities on the Ohio River, is in excess of our entire foreign commerce. A vast area of the richest agricultural and mineral country in the world is directly tributary to it, and only awaits reasonable facilities for transportation to develop a commerce the magnitude of which it is now difficult to conceive."

IS THE CENTRAL WATER LINE PRACTICABLE?

The speaker then proceeded to examine the practicability of the proposed canal. The State of Virginia commenced surveys so long ago as 1817, and has since continued them at various intervals of time, at a cost of over $10,000,000, and with a uniformly favorable result. Several investigations have also been made by the National Government, all of which were favorable as to the practicability and importance of the line. The estimated cost was $50,000,000, a tunnel eight miles in length being involved. In view of the expense, and the general skepticism as to a tunnel of such magnitude, the friends of the new route asked the Secretary of War, last Winter, for the appointment of a Board of Engineers to investigate the subject. The request was granted, and the Board reported, in March last, that, in its opinion, "it was entirely practicable to connect the James and the Ohio by a water navigation seven feet in depth."

THE COMPARATIVE MERITS OF LAND AND WATER TRANSPORTATION.

In connection with this proposed route, Mr. Southall returned to the comparison between rail and water transportation. He said that he supposed the tract issued by the committee of the New-York Cheap Transportation Association might be taken as an authoritative exposition of the views of those who prefer rail to water carriage. This tract made the four following points: First, that it is wrong to examine the subject with reference mainly to the transportation of cereal products, as the Congressional committee seem to have done; second, that the solution of the problem of cheap transportation would probably be found in narrow-gauge railroads; third, that a railroad constructed exclusively for the freight business would transport freight much more economically by quadrupling the capacity of the road and halving the time of transit; and, fourth, that the grain-growing countries are situated in a section of country where ice closes water-channels for a large portion of the year. These four points he examined in their order. As to the first point, he entirely upheld the action of the Senate committee and gave a convincing array of figures to show that three-fourths of the tonnage of the country comes under the head of wheat, corn, lumber, coal, iron, stone, and such like coarse and heavy products, cheap in proportion to their bulk, which creates the necessity for cheap transportation.

The second and third points are that the present railroads of the country are no test of the real transportation ability of rail as compared with water; and that the construction of exclusive freight railways, with the narrow gauge, will present very different results. With regard to narrow gauge railroads it is a remarkable fact, if they can accomplish what their advocates claim for them, that, although the subject has been agitated in Great Britain for ten or fifteen years, and for nearly ten years in this country, the builders of railroads do not build them; and none of the projects now before the country, so far as I am aware, for a great trans-continental freight railway has in view the adoption of a three-foot gauge. In addition to that, the Senate Committee on Transportation, who devoted nearly a whole year to the subject; who examined all the railway experts and transportation agents in our large cities; who have considered at great length the projects for double or quadruple track railways, constructed exclusively for freight; who even speak approvingly of the idea of such a Government freight railway; nevertheless, in their whole report, fail to make any allusion whatever to narrow gauge railways, nor is the subject touched in the one thousand pages of the evidence collected by them. Now, under these circumstances, while there may be great value in the narrow-gauge system, it would be premature for us to recommend it at present. I think it probable that for feeder-roads to canals, rivers, and trunk railways important results may be attained in this way. I should seriously doubt whether a road of only three feet gauge would have the requisite capacity for a main through line. The subject, however, is one which is not yet sufficiently developed to engage the attention of a practical body seeking practical and immediate results. The adoption of such a gauge would, of course, involve at every point of contact with other roads a transhipment of the freight.

As to the double-track freight railway, I have no doubt that such a road would reduce the present rail charges. There is something, however, apparently a little visionary in the idea of a railroad from New York to Council Bluffs occupied for its whole distance by trains in motion only ten or fifteen minutes apart. That is the project—500 trains of thirty cars each, moving west on one track; 500 trains of thirty cars each, moving east on the other track—every two trains separated by an interval of fifteen minutes. This may be practical; but, to my mind, it appears likely that there would be some detention to some one of these 500 trains every few days, blocking the whole line from Council Bluffs to New York, or, say, for at least several hundred miles. The road is to cost $225,000,000, and is to have 36,000 employes, and is to be run by the Government, and is to have no grade greater than thirty feet to the mile going east, with maximum curves of four deg. Three thousand cars would depart from each end of the line, and 3,000 would arrive at each end of the line every day; 1,000 trains and 30,000 cars would be in ceaseless motion on the road; and, to insure regularity and avoid collisions, all of the trains on each track "would have to stop," in the words of an engineer, "to wood and water, exactly at the same instant, start again exactly at the same instant, and move at exactly the same speed. In other words, they would have to move with the precision and regularity of the heavenly bodies."

There were 269 casualties in the year 1873 on the New-York Central and Hudson River Railroad, involving loss of life or serious bodily injury; and there were 160 on the Erie Road. These roads run only about twenty-five trains a day. It is to be presumed that these numerous casualties occasion detentions, and it is to be presumed that many accidents, derangements, and irregularities occur which involve no casualties, and which are, therefore, unrecorded. I cannot, therefore, feel entire confidence in these paper calculations; at the same time, I believe there is a large margin in the future for improvement in our rail transportation; the present rates will doubtless be materially diminished. It is a fair and an honorable rivalry between water and rail. Let us, as the friends of cheap transportation, foster the development of each; it will be realized in the end that the one supplements the other, and that while water is best adapted to the moving of certain classes of freights, rail is best adapted to the delivery of others.

There is a grave objection to a Government railway, to which I have not adverted, and which ought to be very deliberately considered before we give our countenance to any such project. The proposed Continental Railway of Gen. W. C. Kibbe involves the appointment and control by the Government of 36,000 railroad employes. A second Continental railway would involve the appointment and control of 36,000 more, and a third of 36,000 more. It is to be feared that this vast increase of the already enormous patronage of the Government, in correcting the present transportation rates by rail, would entangle us in evils of far greater magnitude. Nor have I stated the full case; we are told that, "to cover all expenses," the gross revenues of this road must be, in round figures, $68,000,000. Besides adding 36,000 to the present army of Government employes, the President of the United States would have, annually, the collection and disbursement from this one road alone, apart from the present receipts and disbursements made by him, of $68,000,000. If there should be three such roads the sum would be $204,000,000. Can we believe that under a democratic government (I do not use the word in a party sense) either honesty or economy would characterize the management of such a road?

The canal, when completed, will not have more than 750 officers and employes of all kinds, and the tolls required to be collected to keep it in repair will not exceed $750,000 or $1,000,000.

The last objection specified against water-lines by the paper of the New-York committee to which I have referred, is that the grain-growing sections are situated mostly in those portions of the country which are closed by ice for several months in the year. The central water-line from St. Louis to Hampton Roads will be open eleven months in the year; below St. Louis the Mississippi will be open pretty much all the year; above St. Louis, on the Mississippi, up to Davenport and Dubuque, 400 miles, we are still south of the lakes and the Erie Canal, and will have an open river eight weeks longer than the canal is open; besides which eighteen railways terminate in St. Louis, and the crops of the West and North-west have the advantage of these, if at any time the water channels of those regions are closed.

Having answered these four objections, Mr. Southall next made an elaborate calculation as to the probable cost of moving freight on the new route, taking the Erie Canal as his basis. It was his conclusion that wheat could be transported from St. Louis to Hampton Roads, on the Central Water Line, at a cost of twelve or thirteen cents per bushel. This would be a saving of thirty-six cents on the existing charges on a bushel of wheat from the Mississippi to the seaboard. On a tonnage of 10,000,000 the annual saving would amount to $120,000,000. A saving of one-half of thirty-six cents on each bushel of a tonnage of 10,000,000 would amount to $60,000,000, or to more than the entire cost of the canal. Mr. Southall thus concludes:

"There is one point further I wish to allude to: there seems to be some jealousy on the part of some of the New-York journals against this route; perhaps I am mistaken. There ought to be no such feeling. For my own part I advocate the improvement of all the natural water-ways of the country—the Mississippi as well as the James, the Tennessee as well as the lakes and the Hudson. But I wish to remark that if, peradventure, such a feeling does exist it is a groundless apprehension. New-York City will be the terminus of the central water line. New-York City is the focus to which the grain of the West gravitates. The great cities of Boston, New-York, Philadelphia, and Baltimore are not only the consumers, but the exporters, of the surplus grain of the West. The quantity of grain retained for consumption by these four cities in 1872 amounted to 91,826,000 bushels, while they exported 60,000,000 bushels. The tonnage over this line, therefore, must in a large degree seek these cities. The steamer from the western terminus of the canal will be able to reach New-York if desired without breakage of bulk or transferring its cargo to a sea-going vessel at Hampton Roads. It need only steam up the Chesapeake, as the boats of the Albemarle and Chesapeake Canal do now, and pass through the Delaware and Chesapeake Canal, thence up the Delaware River, and then by the Delaware and Raritan Canal to New-Brunswick, and thence to New-York City. Or, as I have intimated, if preferred, the cargo could be transferred at the mouth of the James or at Richmond to sea-going vessels.

Mr. David Greene, in his last report, tells us that, after the close of navigation upon the Erie Canal in 1873, the steamer Wm. Baxter was loaded in New-York and dispatched to Baltimore, via the Delaware and Raritan Canal, Delaware River, Chesapeake and Delaware Canal, and Chesapeake Bay. From Baltimore she proceeded to Fredericksburg, Va., and returned thence to Baltimore, where she was lying on the 30th of December, 1873, and whence her Captain addressed to Mr. Baxter the following letter:

BALTIMORE, Dec. 30, 1873.

William Baxter, Esq.:

DEAR SIR: The steam propeller Wm. Baxter is not only a good canal-boat, but is also a good coasting vessel. We arrived here from Fredericksburg on Saturday last, with a load consisting of 300 barrels of flour, 1,060 bags of sumac, and 706 bundles of hoops. We came up the bay against a heavy north-west wind, making a speed of about five miles per hour. We were caught off Annapolis, on Friday, in the same storm which sunk the Virginius, and, notwithstanding we had a heavy deck-load, she faced the storm handsomely.

The sea ran very high, and schooners and large tug-boats were dancing about and trying all they could to get into some harbor. The wind blew so hard that it was impossible to stand on deck; but, nevertheless, we kept her straight on her course, and arrived here without any difficulty. A heavy sea did not strain the boat in the least. She stood through the storm as firm as if sailing on a mill-pond.

I now feel that she is a perfectly seaworthy boat, and capable of taking care of herself in the Atlantic, under all ordinary circumstances.

The boat is the favorite here, and everybody wants us to keep her on this route. There is freight enough for all Winter, and we can have all the work we want.

Respectfully yours, JAMES A. BAKER,
Captain steamer Baxter.

It has been said that 'an ounce of experience is worth a pound of theory.' The steamers on the James River and Kanawha Canal may also, when they arrive in the Chesapeake, turn their heads southward, and, passing through the Albemarle and Chesapeake Canal into Albemarle and Pamlico Sounds, find themselves in communication with 1,800 miles of inland navigation.

The City of New-York is not the only part of New-York State interested in this work; the owners of the steam propellers which will soon throng the Erie Canal have a deep personal interest in the matter. As the Baxter steamed south in December last to find work, so hundreds of other Erie steamers, when the ice arrests their operations there, may find employment in the Valleys of the James and Kanawha. And this would not end here; the owner who thus ran his boat eleven months, instead of seven, would find that he could run it at lower rates, and the Winter's work on the James River Canal would cheapen the cost of transportation on the Erie."

Mr. Southall's paper was referred.

Gov. Smith of Georgia, Mr. George Dearing of the Louisville Board of Trade, Gen. Tilton of Delaware, and other delegates from Georgia, Illinois, New-York, West Virginia, Kentucky, and other States, were admitted to seats.

THE IMPROVEMENT OF THE MISSISSIPPI.

Mr. D. G. Conant, of St. Louis, offered the following:

Resolved, That the commerce of the Valley of the Mississippi is one of the greatest interests which can possibly occupy the attention of Congress, and that the Representatives of the West and South, constituting a large majority in each House, and representing a constituency vitally interested in the prosperity of the great basin of the Mississippi, should be held to a strict account for any failure to secure an ample appropriation for the immediate construction of such works at the mouth of the Mississippi as will insure the safest, most commodious, and untrammeled navigation between that river and the Gulf of Mexico which science and money can provide.

Resolved, That the immediate necessity of this improvement cannot be too impressively urged upon the attention of Congress, inasmuch as the highest estimate of the total cost of the work is far less than that depreciation in the value of the products of the valley for a single year which results solely from the present difficult, dangerous, and discreditable condition of the outlet of the grandest inland system of river navigation in the world.

The resolutions were referred.

On motion of Col. Frobel, of Georgia, a committee consisting of Messrs. Frobel of Georgia, Allen of Illinois, Tilton of Delaware, Hill of New-York, and Aiken of South Carolina, was appointed to wait on Gov. Kemper, to invite him to attend the Convention and address it.

GOVERNMENT AID FOR THE TEXAS PACIFIC ROAD.

Mr. John Thompson, of North Carolina, offered the following, which was referred:

Whereas, The construction of a ship canal across the Isthmus of Suez, connecting the waters of the Red and Mediterranean Seas, has greatly diminished both the time and distance of the voyage from all Southern and Western Europe to India, China, and Japan, with their vast commerce; and,

Whereas, The shortest route from our country to Eastern and Southern Asia is through our Pacific ports, and we have but one trans-continental route by which commercial intercourse can be maintained throughout the Union with the Continent of Asia, having over six hundred millions of inhabitants, or over half the population of the globe; and,

Whereas, The Southern Pacific Railroad route is about five hundred miles shorter from our Pacific to our Atlantic ports than any other constructed or projected railroad; and,

Whereas, Its proposed line runs through a settled country of great fertility, abounding in mineral wealth, and through a mild and temperate climate, without obstructions from snow or ice, and is of comparatively easy construction; therefore,

Resolved, That this convention do cordially recommend to the Congress of the United States to extend to said Texas Pacific such reasonable aid as will insure its speedy completion, as it is a great work of undoubted national importance.

REGULATION OF RAILROAD AND OTHER CARRYING COMPANIES.

Gen. T. L. Rosser, of Minnesota, offered the following:

Whereas, The railroad and transportation companies of this country were created by the people for the public good; and,

Whereas, these creatures of the people are so extending their influence and power from one State to another, that they are likely to soon become more powerful than the States themselves; and

Whereas, This vast power already in the hands of private individuals is becoming oppressive to the people, by hindering and impeding the development of a sound system of internal commerce; be it therefore

Resolved, That this convention do memorailize Congress, first, to prohibit under heavy penalties all combinations between competing lines of transportation, whether by land or water, within the United States of America, which combinations may operate to defeat competition; second, to prohibit all transportation companies under heavy penalties from resorting to those dishonest dodges and trickeries for inflating their capital known as "stock watering," and the capitalization of surplus earnings; third, to create a Court of Commercial Justice, composed of at least five members, selected by the President of the United States, taken from our most experienced business men, and appointed to serve during good behavior, and be confirmed by the Senate. The duties of this court should be to try all cases of violation by the transportation companies of this country of the principles of justice and fair dealing; all infringements upon the rights of the people; all violations of chartered restrictions, and the general rules and regulations which Congress may from time to time establish for their government; with such other powers as may be necessary to enable them to supervise and alter the rates for freights and fares which may be established by these transportation companies, and which to the said court may appear exorbitant and oppressive, the decisions of this court to be subject to revision by the Supreme Court of the United States.

NO INCREASE OF TAXATION BY BONDED DEBT.

By Gen. A. T. Pratt, of Ohio:

Resolved, That the sentiment of this convention is adverse to increase of taxation upon the people in the shape of interest created by an increase of bonded debt.

Resolved, That railroads are public highways, and those who manage them are but public servants, whose pay is to be regulated by law.

Referred.

A MAXIMUM RATE FOR RAILROAD TRAFFIC.

By Mr. C. A. Clarke, of Illinois:

Resolved, That it is the expression of this convention that Congress should fix by law a maximum for all railway traffic crossing State lines.

Referred.

A NATIONAL GAUGE FOR RAILROADS.

Col. William Johnson, of North Carolina, offered a resolution urging Congress to adopt a national gauge of four feet eight and a half inches, and that sufficient be offered to induce all lines of 200 miles in length and over to adopt this gauge.

Referred.

The convention then adjourned till 7:30 P. M.

THE EVENING SESSION.

The Convention reassembled at 7:30 P. M. Mr. Bridges, of Chicago, from the Committee on Resolutions, reported adversely upon the resolution of Gen. Piatt, of Ohio, adversely as to the resolutions of Mr. C. S. Clarke, adversely as to the resolutions of Col. William Johnston in regard to the establishment of a uniform national gauge for railroads; favorably as to the resolutions by the same gentleman in regard to the Texas Pacific line, the committee amending the resolutions by adding thereto the following clause:

Provided, That such aid be granted only on such conditions as shall give the Government control of the road so far as relates to rates of freights and combinations with competitors.

The committee also reported favorably on the resolutions offered by Col. B. W. Frobel, of the Committee on Artificial Water-routes, indorsing the recommendations of the Senate Committee on Transportation, and recommending that Congress adopt such means as will insure the speedy construction of the Atlantic and Great Western Canal, the James River and Kanawha Canal, the Chesapeake and Ohio Canal, the enlargement of the Erie Canal, and the connection of the lakes with the Mississippi River, together with the improvement of the Mississippi and Ohio Rivers; and that any aid granted to the canals shall be subject to the same conditions as to Government supervision of tolls and combinations, as recommended in the case of the Texas Pacific Railroad.

GOV. KEMPER ADDRESSES THE CONVENTION.

At this point the committee appointed to wait on Gov. Kemper arrived with his Excellency, and introduced him to the President. The Governor made a brief but eloquent speech, expressing his gratification at the presence of such a body of gentlemen from all parts of the Union in the City of Richmond, and cordially welcoming them. He rapidly glanced at the greatness of the country, its immense commerce, and the sure fact that we could not have too many lines of transportation. Virginia had great undeveloped wealth in her soil, fine ports on her seaboard and rivers, and a canal capable of being made a great relief to the whole country, while aiding in the recuperation of this desolated State. Yet Virginia had never asked anything which she was not willing to give. She always had been generous when she was able to be so, and now in her poverty she was still of the same mind. In conclusion his Excellency said he would be glad to see any and all the delegates at the Executive Mansion.

At the suggestion of President Quincy the thanks of the convention were unanimously given to the Governor for the honor done the body.

THE LEGISLATION SUGGESTED FOR THE GOVERNMENT OF RAILROADS.

Hon. R. M. T. Hunter, from the Committee on Reports, reported on the report of the Committee on Railroads in favor of the following laws:

To prevent stock inflations; to publicly post schedules of rates of freights and fares, and to give due notice of any change in the same; to prohibit railroad officers from being interested in any non-co-operative freight line or car company, or in furnishing supplies to their companies; to prohibit unjust discriminations against non-competing points; to prohibit free passes except to railroad employes; to provide that common carriers shall receipt for quantity and deliver the same; to prohibit lawyers who represent the people in a legislative capacity from being retained on either side in cases involving the public interest; that Congress enact such of the above as come within its power and apply to Inter-State corporations; that the States create each a Board of Railway Commissioners; that the United States create a Department of Industry and Commerce, with a Bureau of Transportaiton; and that, as we must look to competition as a means of remedying many of the abuses of the present system, the United States should favor the best measures within its powers looking to that end.

As regards the report of the Committee on Artificial Water Routes, the report approves the recommendations of water routes made by the Senate Committee, or such of them as offer the most favorable results.

The whole of the report of the Committee on Reports was adopted.

MISCELLANEOUS.

On the resolution in regard to competition, Gov. Bross, of the Chicago *Tribune*, made a vigorous speech, showing haw the West and Northwest were oppressed by the Erie, the New-York Central, and the Pennsylvania Central roads, until the Baltimore and Ohio Railroad last year came to the relief of the people with rates which allowed them to carry their grain to market, and which pressed the water from the stock of the other roads.

Mr. Henry of New-York, from the Committee on Finance, reported that the convention would have to raise about $700 to pay its debts and the expenses of printing the proceedings, &c. The sum was speedily contributed.

Mr. D. G. Conant, of St. Louis, offered a resolution in favor of a law of the United States granting charters for lines of transportation crossing State lines. Referred.

On a suggestion of Gen. Imboden, of Virginia, that the ladies would like to attend the convention, a motion that they be invited to do so was adopted.

The report of the Committee on Resolutions was made the special order for to-morrow morning, and the convention adjourned till 10 A. M. to-morrow.

THE CITY'S POOR.

The "New-York Association for Improving the Condition of the Poor" is, to judge from its recently issued thirty-first annual report, one of the most deserving of our many Municipal charities. Its claims to public respect and support are based on its character and its methods of operation. In character, the association is neither local nor sectarian; but it extends its aid to the poor of all races, creeds, and colors in all parts of the City. It is, moreover, a voluntary charity, sustained by voluntary contributions of our citizens. It receives no support from church or religious organizations as such, nor yet from the City Corporation or State Legislature. It is the spontaneous outflow of a generous sympathy for the distressed and worthy poor. But its special excellence is in its organization, which enables it to extend its charities intelligently, that is to say, to make a distinction between the vicious poor, who deserve only punishment, and the worthy poor who deserve sympathy and help. The method by which it thus operates is a careful subdivision of all the City between the rivers and below King's Bridge into 371 sections, to each of which a "visitor," who acts gratuitously, is appointed. These visitors make themselves thoroughly acquainted with the population of their respective sections, and as no visitor is allowed to give, nor the poor to receive, relief out of the section to which they belong, vagrancy is prevented, imposture detected, the physical and moral necessities of the indigent provided for, and the whole system of giving and receiving reduced to the utmost precision and certainty. And to still further guard against that indiscriminate charity which is almost more blameworthy than total neglect, these visitors are directed in the discharge of their self-appointed duty by certain fundamental rules, of which the following may be given as examples: They are to give only necessary articles, only after a personal investigation of each case, and only in small quantities and of a coarser quality than might be procured by labor. They are also to discontinue relief to all who manifest a purpose to depend on alms rather than on their own exertions for support. A society which distributes alms under so many safeguards can hardly misapply the means intrusted to it. During the past year the association relieved 24,091 families, containing 89,845 persons, at an outlay of $96,431. The receipts during 1873 were $50,132 14, thus exhibiting an increase in 1874 over 1873 of $46,475 87. The disbursements having been correspondingly augmented, a balance of $949 09 is all that remains with which to commence the labors of the ensuing year.

THE CENTENNIAL.

THE SITE IN FAIRMOUNT PARK.

REVOLUTIONARY RELICS IN THE PARK—TRANSPORTATION FACILITIES FOR EXHIBITORS—LODGINGS FOR VISITORS.

From Our Own Correspondent.

PHILADELPHIA, Friday, Nov. 20, 1874.

One of the most important matters to which the Centennial Commission had to turn their attention was the site for the exhibition. Congress had ordained that the exhibition should be held in the City of Philadelphia, and the question was in what part of the city should it be located. The municipal authorities, including the Park Commissioners, quickly solved the question by offering a portion of Fairmount Park as a site. A conference took place between the authorities and the Commissioners, which resulted in the city placing at the disposal of the commission 450 acres of ground in the south-western portion of the park. This offer from the City of Philadelphia was thankfully accepted by the commission, the necessary maps of the ground and legal documents were drawn up, and on the 4th of July, 1873, the land was formally transferred to the Commissioners by Hon. Morton McMichael, the President of the Fairmount Park Board of Commissioners, with great ceremony; the large concourse of spectators, including several of the members of the President's Cabinet, the civic dignitaries, and innumerable well-wishers to the exhibition. The site chosen runs from the foot of George's Hill almost to the Schuylkill River, paralell with Elm avenue, on the south, and extending north as far as the Columbia Bridge and the Belmont Mansion, one of the old pre-revolutionary country-seats which stud the Park. The broad stretch of level meadows known as the Lansdowne Plateau, which forms the lower part of the site, will be occupied by the three principal buildings; the main building and the machinery hall running parallel with Elm avenue, the first on the east and the second on the west of Belmont avenue. The art-gallery will be due north of the main building, with an intervening space of 300 feet. The great conservatory will be on the crown of a beautifully timbered hill, about due north of the space between the main building and the machinery hall. This knoll is separated from the Lansdowne Plateau by a ravine, across which a light and elegant bridge will be thrown, thereby adding to the natural beauties of the spot and contributing greatly to the convenience of visitors to the exhibition. The agricultural building will be still further north, lying between the Columbia Bridge and the Belmont Mansion. To those who are conversant with the fine scenery of Fairmount Park, with the Schuylkill and its wooded banks winding through it, it will be evident that no large city in the Union could furnish a more splendid site for the exhibition, especially as this site is nearly 150 feet above the river and presents magnificent views of the surrounding scenery. But Fairmount Park furnishes other elements in its historic features, which will indirectly add to the glories of the exhibition, from their intimate association with the event and the times which it is especially intended to commemorate. Scattered about over its 3,000 acres are the ancient homes of many of the revolutionary heroes; homes which have often offered hospitable shelter to such men as Hancock, Franklin, Adams, Jefferson, Patrick Henry, and others. Near the fine monument erected to Mr. Lincoln in 1871, on the top of Lemon Hill, is the old mansion of Robert Morris, the great financier of the Revolution. Below the west side of the Girard avenue bridge stands an ancient house built by John Penn, grandson of William Penn, whose descendants owned the property till it was purchased by the Park Commissioners. Belmont Mansion was the home of Richard Peters, the Secretary of the Board of War during the Revolution. Washington, Jefferson, Lafayette, and others were constant visitors at Belmont, and a walnut tree, planted by Lafayette in 1824, still stands on the ground. Louis Philippe, Talleyrand, and other European celebrities have also visited Belmont. Just below Belmont is "Tom Moore's cottage." In fact, the park abounds in objects of national and historic interest, and in lovely glens, shady pools, and splendid views from all points. The scenery surpasses anything to be seen in the Central Park, and must form a great additional attraction to the exhibition.

It is, perhaps, unnecessary to say anything now about Philadelphia offering great advantages for the location of an exhibition, though it is the centre of a circle comprising one-fourth of the entire population of the United States; but there is much to be said of the unusual facilities of transportation which it offers for exhibitors. It may seem to be an anomaly, but it would not surprise me if some of the manufacturers of Philadelphia have more real trouble in getting their goods up to the exhibition than the exhibitors from Montreal, San Francisco, or New-Orleans, or even from China or Great Britain. In the first place there is the great advantage of the water fronts of the Delaware and Schuylkill Rivers. There are no less than ten places on the river fronts where large vessels can lie at the docks in plenty of water, and unload alongside of a railroad. There are five on the Delaware and five on the Schuylkill. At any one of these points goods can be unloaded from the vessels into the freight cars, and be shipped straight away for the exhibition; and as tracks will be laid through the building, all goods can be unloaded at the precise spot at which they are to be exhibited. On the Delaware the first of these landing docks is at the great coal depot of the Reading Railroad, at Port Richmond; the second is adjacent to the North Penn depot, at the corner of Front and Berks streets; the third is the lower Reading depot, at the foot of Willard street; the fourth is the Philadelphia, Wilmington and Baltimore depot, near the old navy-yard; and the fifth is at the general freight depot of the Pennsylvania Railroad, on Greenwich Island. The first four roads all have communication with the main Pennsylvania road, from Philadelphia to Pittsburg, which line passes within a quarter of a mile of the exhibition grounds. On the Schuylkill the Pennsylvania Road, by means of its southern extension, taps the river just below the Philadelphia Gas Works, and again near the United States Arsenal; the Philadelphia, Wilmington and Baltimore crosses the river at Gray's Ferry, and goods can be landed by the Chestnut Street and Market Street Bridges and loaded on the main track of the Pennsylvania Road. In the corner formed by the junction of Belmont and Elm avenues the city owns a large plot of uncleared land, south of the park line. This they have loaned to the commission, on which to erect their general depot, which will be close to the west end of the main building and the east end of the machinery hall. Short, curved tracks, one running east and the other west, will connect this depot with the Pennsylvania track. Thus it will be seen that exhibitors' goods, arriving from no matter what section of the country by railroad, will be deposited in the exhibition buildings without any intermediate unloading or cartage through the city. But, in addition to these depot landings, the railroads have passenger depots which will be of great service in enabling visitors to the exhibition to go to and from their abiding places. For instance, there is the West Philadelphia depot at the corner of Thirty-fourth and Market streets, the Philadelphia, Wilmington and Baltimore at the corner of Broad street and Washington avenue, the Reading at the corner of Broad street and Callowhill, and the Germantown and Norristown at the corner of Ninth and Green streets. In fact, the steam railroads passing through the city form such a network of communication that they alone could transport all the visitors to the exhibition to within a short walk of their homes. The passenger accommodation will have the alternative of the horse railroads. There are now eight different street railroads reaching Fairmount Park, all of which, by 1876, will centre at the exhibition grounds. It is also hoped that the intended gravity railroad, to run all over the park, will be finished by the time the exhibition is opened. This will prove a great attraction, as it will enable all to see the many beauties of the park at a slight expense and without physical exertion or undue loss of time. The Commissioners will also build a track running around their principal buildings to facilitate the passage of visitors from one department to another. The various railroad companies will do all they can to facilitate local traffic on their lines within the city limits, and to help the transportation of goods. The Pennsylvania Railroad Company have determined to reduce the running time of their trains between New-York and Philadelphia to two hours during the six months the exhibition will remain open. This will be a great thing for a very large class of New-Yorkers. They will be able to leave at 8 o'clock in the morning, be home by 8 o'clock in the evening, and yet have eight hours to spend in studying the exhibition.

One very important matter in connection with the exhibition, and one which needs immediate attention, is the accommodation of the crowds of visitors who will flock to Philadelphia during the time the exhibition remains open. This is certainly not a matter which the Centennial Commission should in any way be expected to look after. It essentially concerns the citizens of Philadelphia. After enumerating the Continental Hotel, the Girard House, the Colonnade, the La Pierre, and the Bingham Hotels, one has pretty well exhausted the first-class hotels of Philadelphia. These five houses accommodate, at the most, about 2,000 persons. But, as it is, they are nearly always full. They can be expected, then, to do little or nothing to accommodate the extra influx of visitors on the opening of the exhibition, and it must be borne in mind that Philadelphia, unlike New-York, is not a city of boarding-houses. On the contrary, boarding-houses in Philadelphia are few and far between, the building systems of the city permitting even persons of very moderate means to rent, even if they do not own, a house of their own. What, then, are the good people of Philadelphia going to do in the way of providing accommodations for their centennial guests? It would hardly do to erect a number of first-class hotels which would not be wanted after the close of the exhibition, though I think there is certainly a good chance for one or two on Broad street, in the neighborhood of Masonic Hall, which stands at the corner of the great square on which the magnificent future public buildings are now in course of erection. But what are the Philadelphians going to do? It is plain that something, comprehensive in its plan, must be arranged and carried out. Ten million persons visited the Paris Exposition of 1867. Of course, a very large proportion of these were natives of the city and of cities within easy reach by railroad. Many, too, went again and again to the exposition. But the proportion of temporary sojourners in Paris must also have been very large; and Philadelphia must prepare herself for some such demand on her resources for accommodation. I hear that some enterprising private citizens are giving their consideration to this matter, and that they contemplate building up some of the streets in the immediate neighborhood of the city in a semi-hotel sort of fashion; but, at the same time, the buildings are to be so constructed that they can, when they have served their purpose, be converted into ordinary private houses. This would be a remarkably convenient arrangement for those who go to see the exhibition and nothing else, and who will devote just so many days or weeks to it and then hurry away. But there will be hundreds of thousands who will run on to Philadelphia for a day and night, for whose accommodation such a system of apartments would hardly be suitable. Those who read the London *Punch*, of twenty-four years ago, will remember Mr. Leech's inimitable pictures of the prospects of visitors to the then forthcoming exhibition of 1851; pictures of men, women, and children sleeping on billiard tables, on the shelves of cupboards, and even in bureau drawers. People laughed, but they foresaw the possible truth, unless something was done. Well, London householders took Mr. Leech's hint; and, during the Summer of 1851, some of the western, northern, and south-western districts of London were temporarily converted into one vast system of lodging-houses. The result was that every one who visited the exhibition was happy, and that the amateur landlords and landladies reaped a rich harvest. It seems to us that Philadelphia cannot do better than follow the example of London; but, if she does, she must first make herself thoroughly acquainted with what a lodging-house ought to be, and how it should be conducted. The lodging-house system is much better understood in Europe than it is in this country, as Americans who have lodged in London know full well. The system is simply this: For a stipulated sum per week the landlady provides apartments, gas, fire, cooking, attendance, and, in most cases, civility. She takes, every morning, her orders about lunch and dinner, and breakfast for the following morning; what she is to provide, and at what hour the meals are to be prepared. She carries out these instructions, and orders the meat from the butcher, the bread from the baker, and the tea and sugar from the grocer, taking with her separate memorandum books for each family and for each tradesman to have the articles entered therein at the time she gives the orders. These books are laid on the visitors' mantel piece every afternoon, so that they can be checked off if desired. The money for each tradesman is handed to the landlady once a week. By this means housekeeping is reduced to the lowest possible minimum—ordering what you want to eat and drink once in every four and twenty hours, and paying for what you have eaten and drunk, and, of course, for your lodgings, once every week. Visitors have thus their entire time at their disposal. Now there is nothing derogatory in letting lodgings, and there is money to be made out of it, especially during an exhibition year. Why, then, cannot Philadelphia go in for it? minding, by all means, that charges are not exorbitant. The system of steam railroad communication which I have detailed above, together with the horse railroads and hack carriages, would make it easy for every part of the city to accommodate its quota of lodgers. Anything is better than ruinous hotel enterprises, and certainly people will not visit the exhibition unless they are assured of being able to procure a comfortable abiding place.

DARING HIGHWAY ROBBERY.

A REAL-ESTATE BROKER ATTACKED AND ROBBED BY "BROWN'S GANG."

On the 26th of October John J. Manderville, a real-estate broker, of No. 113 Henry street, fell into company with some four or five desperate roughs in Mott street, and invited them into a saloon, where he paid for drinks for the company five or six times, displaying a large roll of bills. After leaving the saloon Manderville proceeded, in company with the men, along the street, and had only walked a short distance when one of them, named Thomas Brown, known among his companions as "Browney," the head of a dangerous gang, threw some snuff into his eyes. The gang then attacked Mr. Manderville in his disabled condition, robbed him of $280, and ran off. From the description of the robbers given by Mr. Manderville, Brown was arrested and fully identified. While the examination of Brown was in progress at the Tombs, Mr. Manderville identified Michael A. Scanlon, one of the witnesses who appeared to testify for the prisoner, as one of his assailants. Scanlon left the examination room immediately, but was subsequently arrested. Brown pleaded guilty to an attempt at highway robbery in the Court of General Sessions yesterday, and was sent to State Prison for ten years.

The other prisoner, Scanlon, was then placed on trial, when the above facts were elicited. Counsel for the prisoner produced a number of witnesses, among them two boys named Parks and McNulty, to prove an alibi, and, in the course of District Attorney Nolan's searching cross-examination, the boys admitted that a written statement of their testimony had been given them for rehearsal by the prisoner's father. On the development of this fact, Judge Sutherland directed the District Attorney to make charges of subornation of perjury against the prisoner's father before the Grand Jury. At the conclusion of the evidence, the court adjourned until to-day.

THE BOARD OF EDUCATION.

THE NAUTICAL SCHOOL—APPOINTMENTS AND ELECTIONS—COMPULSORY EDUCATION—MISCELLANEOUS BUSINESS.

A meeting of the Board of Education was held yesterday, Mr. William H. Neilson presiding. A report from the Executive Committee on the Nautical School, which was presented by Commissioner Wetmore at the meeting held on the 18th November, was adopted by the board. It had reference to the rules for the admission of boys to the school, and to the form of certificates to be used. These rules provided, among other things, that applicants should be at least fifteen years of age, that they should pass a physical examination, be able to spell with a fair degree of accuracy, to read with a tolerable correctness and ease, to write legibly, and to answer questions upon the multiplication table. They provided, also, that the applicants should produce written testimonials of good character, and give satisfactory evidence that they had never been convicted of any crime. Miss Emily Greenwood was appointed principal of Primary School No. 22. A ballot was then taken for the appointment of the City Superintendent and the six Assistant Superintendents whose terms expired on the 16th October. The present incumbents were all reappointed, as follows: Henry Kiddle, City Superintendent; Thomas F. Harrison, First Assistant Superintendent of Grammar Schools; Norman A. Calkin, First Assistant Superintendent of Primary Schools and Primary Departments; John H. Fanning, Assistant Superintendent; William Jones, Assistant Superintendent; John Jasper, Assistant Superintendent; Arthur McMullen, Assistant Superintendent. The following Trustees were elected to hold office until January, 1876: William D. Craft, for the Second Ward, in place of John Robinson, resigned; John L. Tonnelly, for the Twelfth Ward, in place of Lawson M. Fuller; Michael Duffy, First Ward; Mr. Ryan, Second Ward; James J. Thompson, Third Ward; John B. Shea, Fourth Ward; A. W. Leggett, Fifth Ward; Timothy Brennan, Sixth Ward; John H. Boshen, Seventh Ward; Austin Leake, Eighth Ward; William H. Ely, Ninth Ward; Francis H. Wiseman, Tenth Ward; Edward Miehling, Eleventh Ward; Charles Crary, Twelfth Ward; Francis Cohen, Thirteenth Ward; William Lynch, Fourteenth Ward; Edward Schell, Fifteenth Ward; James Harrison, Sixteenth Ward; Theodore A. Meade, Seventeenth Ward; Francis H. Weeks, Eighteenth Ward; Charles H. Wilson, Nineteenth Ward; Thomas Maher, Twentieth Ward; Bernard Cohen, Twenty-first Ward; John Morgan, Twenty-second Ward; John C. Manner, Twenty-third Ward; George H. Muller, Twenty-fourth Ward. The Committee on By-laws, to whom had been referred the matter of compulsory education, reported at length on the subject. The rules for the enforcement of the act provide that a complete census shall be made of the children in the City between the ages of eight and fourteen years, and that the wards shall be divided into as many districts as they contain school-houses. The census shall not merely include the names and ages of the children, but also the names and residences of their parents or guardians. It is provided also that a "truant" agent shall be appointed by the Board of Education for each of the districts into which the City is divided. It shall be the duty of these agents to procure the attendance at school of each child, who, in the language of the enactment, "shall be found wandering," &c. Additional duty will also devolve upon the principal of each school, who shall be required to keep a register of those who attend the school under the act, and to furnish various kinds of general information. It shall be the duty of the Board of Education to appoint, in January of each year, a Superintendent of Truancy. This official and the truant agents shall meet together twice in each year, and the latter shall submit their reports to the Superintendent. The Superintendent shall himself report to the board at each of its meetings concerning the action of himself and the agents in their official capacities. With the view of fixing the duties of the Trustees, a division of the City into twenty-four districts, corresponding to the several wards, will be made, and the Trustees of the wards shall be the Trustees of the districts. Examinations are to be held at the schools in September and February. Whenever an agent finds a child between eight and fourteen years of age violating the act, it is obligatory on him to make a complaint to a Police Justice, and if the latter finds the complaint to be well grounded, he shall cause the child to be arrested and sent to the school at Randall's Island or to the Asylum for the Reformation of Juvenile Delinquents, where they may be restrained and kept at the pleasure of the Board of Education. These provisions must, however, be approved by a Justice of the Supreme Court before they can be enforced. It was ordered that this report lie on the table, and that 500 copies be printed. After the adoption of resolutions (which will be found elsewhere) in reference to the death of Mayor Havemeyer the meeting adjourned.

THE ERIE RAILROAD.

ARGUMENT ON THE MOTION TO CONTINUE THE MODIFIED INJUNCTION—A REFERENCE TO BE ORDERED.

The question came up for argument in Supreme Court, Chambers, yesterday, before Judge Westbrook, as to whether the injunction granted against the officers of the Erie Company should remain in force against them as modified.

Mr. William C. Barrett, addressing the Court, said he desired, before other counsel were heard on argument of the motion, to call the attention of the Court to a single fact. In the affidavit of Mr. Jewett, upon which the injunction was modified, there occurred the following language: "This deponent distinctly alleges and charges from facts within his personal knowledge, as well as on information and belief, that this suit was not brought in good faith; that said plaintiff has no interest whatever in the said Erie Railway Company or the subject matter of this action; that he is a mere agent and instrument of the said speculators; that the said injunction was applied for, obtained, and served in the manner aforesaid, and not for the benefit or protection of the Erie Railway Company, but solely to promote the fraudulent objects and purposes for which the said action was brought, and to depress the stock of the company for the advantage of the said speculators, and for the sole purpose of deranging the financial affairs of the company; and that the said Judge who granted the same was grossly deceived and imposed upon by false, fraudulent, and deceitful representations as to the objects and purposes of the said injunction."

Judge Westbrook said he was not guided by those statements in modifying the terms of the injunction, but by other considerations in relation to the payment of interest by the company which they had already advertised.

Mr. Barrett—That may be, your Honor, but as to those statements, made on information and belief, I pronounce them false, and from whomsoever the information may have come I pronounce it false. My partner, who obtained this injunction, went carefully over every statement in it with the plaintiff, and on such statements we fully felt justified in obtaining an injunction.

Mr. McFarland, on behalf of the Erie Company, said he was not there then to make any charges against the opposing attorneys or counsel in the case. The time might come when he would do so, and when he did so they would not be compelled to spell out by innuendo his meaning. He held then in his hand a mass of illegible press copy which had been served on Mr. William B. Duncan at 6:30 o'clock on the evening on which the *ex parte* injunction had been obtained. That was the only document which had been hitherto served on any officer of the Erie Company, or any one connected with it, and was served in violation of a rule of court prohibiting the use or service of such stuff. The only reliable information they could get, and which was obtained through the press, informs them that a person claiming to have some infinitesimal microscopical interest in the Erie Company comes before the court asking for an injunction to stay its business and financial operations. His (counsel's) sole object in answer thereto was to ask for a reference, whereby they might obtain some satisfactory testimony on the issues raised by the pleadings, and not be compelled to go on and try them on affidavits. They were prepared to go on with such reference without further delay. Judge Westbrook said his object in directing short notice to show cause to be served, was to avoid any prejudice to the interests of the parties, if reason should be shown for a dissolution of the injunction.

Mr. Hill, who appeared for Angel, the plaintiff, and in favor of continuing the injunction, said the only copy of the papers made had been served on Mr. Duncan, and that had been prepared and served at the earliest moment possible. If such copy was illegible, the opposing counsel and Mr. Jewett understood enough of it to learn the allegations it contained and answer them by affidavit. He proposed that before any motion was made for a reference, the papers creating an issue in the case be placed on file. His impression was that the answer had put several of the issues out of the way. It admits the purchase of coal, admits the purchase of Buffalo and Erie stock, and pleads the advice of counsel. It admits the issue of dividends, but on this question will be raised the issue as to whether or not those dividends were justified by the company's financial condition. It admits the making of the mortgage, while we claim they were prohibited from making such mortgage without giving ten weeks' public notice thereof. The issues, therefore, if a reference is to be granted, should be narrowed down, so that they might know the extent of testimony to be taken.

Judge Westbrook said he thought the complaint must define the limit as to the testimony.

Mr. McFarland said the question was not so much whether the acts charged by the plaintiff were so or not so. Even if so, it did not follow that he would be entitled to an injunction.

Ex-Judge Fullerton, on behalf of the plaintiff, said the question was what limit to put to the investigation. They had not, and they did not mean to oppose a reference on their part, but ask only to have some limitation fixed as to what shall be the extent of the testimony. Judging from his friend's (Mr. McFarland's) then mood, he would be disposed to strike out wildly before the Referee, and introduce testimony on almost all subjects.

Mr. McFarland said he thought the papers in the case had very definitely fixed the issues, but he would prepare an order defining those issues, which the court could sign, and thus definitely settle the matter.

Judge Westbrook said he would sign such an order, it being first submitted to counsel on the other side.

It was then agreed by counsel on both sides that such an order be submitted to the court at 3 P. M. to-day, and that the court name a referee, if counsel should fail to agree on some one of several submitted by Mr. McFarland.

STATEN ISLAND IMPROVEMENTS.

A meeting of capitalists interested in Staten Island was held yesterday at the office in Pearl street of J. A. Bostwick & Co., proprietors of the new American docks and cotton warehouses at Tompkinsville, Staten Island. The meeting was called to order by Col. Drake DeKay, who laid before the gentlemen present the plans and estimates of the projected railway from Tompkinsville to Snug Harbor, and from there to Mariner's Harbor, crossing the Kill Von Kull at both points by means of iron or masonry tunnels, and connecting the island at the former point with the City, and at the latter with the Western grain and the Southern cotton centres, thus developing Staten Island real estate and water fronts. Mr. De Kay also presented to the meeting the charters granted to him by the State of New-York and State of New-Jersey enabling the carrying out of the work. He then nominated Hon. Henry G. Stebbins as Chairman of the convention. Mr. Stebbins took the chair and made an address of considerable length, setting forth the advantages certain to accrue to all interests upon the completion of this necessary connection, and recommending to the people of the island to shake off their ancient apathy and push forward this good work. The speaker was followed by Hon. Erastus Brooks, who elaborated the salient ideas connected with the work, and showed the commercial value of the unsurpassed water front of the Island. Mr. Brooks was followed by Mr. William Butler Duncan, who, after a few pertinent business remarks, suggested the appointment of a committee with instructions to report, at an adjourned meeting to be held at the same place on Saturday next, a plan of organization for an association to carry out the plans under discussion. This was agreed to unanimously, and the following committee was appointed: Messrs. Henry G. Stebbins, John J. Cisco, William Butler Duncan, J. A. Bostwick, R. W. Cameron, Erastus Brooks, and Drake De Kay. The meeting then adjourned, with expressions of much gratification at the prospect of speedy action.

CANADIAN LUMBER STATISTICS.

OTTAWA, Ontario, Dec. 2.—The total amount of lumber on hand at Chaudiere and Gatineau this Fall is estimated at 66,075,000 feet, against 90,000,000 for last year. About one quarter of all the lumber in the Chaudiere yards is sold, to be shipped in the Spring.

ARRIVALS AT THE HOTELS.

Commander Henry Wilson, United States Navy, is at the Westminster Hotel.

Judge P. B. Hulett, of Rochester, and S. T. Arnot, of Elmira, are at the Metropolitan Hotel.

Major Oliver D. Greene and Capt. A. B. Taylor, United States Army, are at the Sturtevant House.

Congressman E. O. Stanard, of St. Louis; C. S. Bushnell, of New-Haven, and Col. D. Woodruff, United States Army, are at the Fifth Avenue Hotel.

Hon. Francis Kernan, of Utica; Gen. Rufus H. King, of Gov. Dix's Staff, and Judge C. B. Sedgwick, of Syracuse, are at the Windsor Hotel.

Sir Alexander T. Galt, of Montreal; Hon. Lyman Tremain, of Albany, and James Forsyth, of Troy, are at the Gilsey House.

VIRGINIA.

MESSAGE OF GOV. KEMPER TO THE LEGISLATURE.

PRESENT CONDITION OF THE STATE—ITS FINANCES—A STATE CURRENCY PROPOSED—NATIONAL POLITICS.

The Legislature of Virginia met at the State Capitol in Richmond yesterday, and, after its organization, listened to the reading of the message of Gov. Kemper. The Governor congratulates the members upon the quiet which has prevailed everywhere in the State during the past year, and says that crime of most kinds has sensibly diminished. The material interests of large portions of the State, however, are still profoundly depressed, while, at the same time, the Governor says disproportionate and enormous revenues, in the shape of special taxes upon several of the leading industries, are being drawn from the State by the Federal Government, draining some of the sources of her prosperity. The Governor recommends action to give effect to the plan proposed at the recent conference with the bondholders, until it is superseded by some better adjustment. He favors the acceptance of the offer of the American Bond-Funding and Banking Association, limited, of London, which offers to retire and recapitalize the newly-assumed debt proper in new uniform obligations, payable in thirty years, and bearing an annual interest of four per centum, sterling, provided its propounders shall first clearly and conclusively show that they are able to accomplish it and ought to be entrusted with it. He suggests that, if this particular offer is not accepted, the Executive should be clothed with authority to contract with any other parties, of undoubted responsibility, for the retirement of the debt on terms not less favorable to the Commonwealth than those now proposed, with the amendments suggested, and says that reason exists for the hope that such an adjustment of the debt can be effected. On this point the Governor says:

"If creditors surrender the bonds they now hold on the terms proposed, they would receive good and valuable consideration for the surrender. They would receive bonds with far better security and greater market value than those they now hold. They would receive the full interest agreed on with certainty and punctuality; whereas they now receive but part of the agreed interest, with constant uncertainty and irregularity. On the other hand such an arrangement would ultimately and largely relieve the State of burdens which are greater than can be carried at this time, while it would subject the State to no greater immediate obligations than can be met by the due exertion of its taxable resources, in conjunction with a rigid economy of administration. It is in vain to argue that this arrangement ties up our hands. Our hands are worse tied up already. It unties and relieves us of the most disastrous entanglements in which our finances were ever involved. It substitutes new obligations which we can perform for existing obligations which we cannot now perform.

In an important sense, the State has now reached the crisis of its fortunes. We cannot longer postpone the inevitable task of grappling decisively with the financial problem. It must be mastered by a solution which will settle it at once and forever. No disposition of the public indebtedness, short of the dreadful alternative of repudiation, can well be worse or more obnoxious to all concerned than the present. Enterprises of great magnitude, capable of developing dormant but vast resources within the State, are now paralyzed by such continued financial throes as alarm capital. The tax-receivable coupons, while wholly unsatisfactory to creditors who really hold them as an investment, are fast becoming mere pabulum for vicious speculation and stock-jobbing among our own people. They are being bought up and thrust upon the treasury, in large amounts, at the most inopportune periods of each fiscal year, and thus they periodically threaten to suspend the operations of the Government; and their further effect is to create in our midst combinations interested in resisting any readjustment of the debt. If we further postpone a financial settlement we engender such internal difficulties and agitations as may be strong enough to tear the vitals of the State.

A STATE CURRENCY.

The plan for providing a constitutional State currency, prepared by the Treasurer at my request, is submitted for your consideration. It is believed its carefully guarded enactment would relieve one of the most grievous wants of our people. It is in vain we are told that a supply of national currency can be obtained by first complying with the requirements of the national banking law. Such counsel is as ineffectual as the advice to a starving and destitute man to buy bread for cash. It is impossible for a people, stripped of their means and loaded with debt, to procure national bonds, to be exchanged for national currency. Among the people of the interior, in many portions of the State, the business of society is transacted on the most primitive principles of barter. If the State currency should have less tendency than national bank notes to flow off and be swallowed up by commercial centres outside the Commonwealth, it is supposed that inconvenience might be successfully endured. It may be safely asserted that the proposed scheme infringes no law or Constitution, Federal or State. Less skillfully matured plans have been adopted by other States within the past few years, and are said to have worked beneficially.

TRANSPORTATION.

The Governor recommends stringent and effectual legislation to prevent gross inequalities in charges on some of the railroads, especially at points where competition does not insure proper charges. He favors the completion of the central water line by the common Government, and urges the withholding of no possible aid or encouragement which might contribute to the consummation of that great work.

THE POLITICAL SITUATION.

In conclusion, Gov. Kemper says:

Recent events create the hope that the government of the Union is to be brought back to the Constitution, its ancient landmarks and traditions recovered and respected, and fraternal relations revived throughout the country. They cheer the oppressed and despondent Southern people with the promise that the burthens which have so long borne them down are to be lifted off. For nearly ten years the existence or constant apprehension of military or other interference or repression from without, has palsied the just self government of this people; has deranged their labor systems, enfeebled their production, hindered the revival of trade and commercial enterprise, prevented the influx of immigration and capital, and subjected whole communities to the rule of the unpitying stranger, who has wasted the fruits of their labor and eaten up their substance. It may be safely affirmed that the period of reconstruction has visited upon the Southern States greater material losses and injuries than resulted from the preceding four years of war. The most auspicious day for the honor and well-being of the whole country will be that in which the great export-producing States are restored to peace and productive energy by being restored to their constitutional rights and relations. But our complete deliverance depends in no small measure upon the wisdom with which ourselves shall utilize past lessons and coming opportunities. It is to be wrought out by the moral power of our fidelity to every constitutional trust. If our present hopes be fulfilled, their very fulfillment confronts us with new exigencies to be well understood and manfully met. The new organic order, settled by the recent amendments of the Federal Constitution, will stand unaltered; and the great domestic problem they impose on us will be left to be worked out by our unassisted strength and at our own hazard. We may rest assured of success as soon as the repeal or judicial annulment of all enforcement laws shall peacefully relieve us from the harrassment and apprehension of military and other coercion from without, and from the intermeddling of mere political adventurers within. As soon as let alone and left to adjust their own relations, the races will be brought clearly to understand their respective destinies, and mutual co-operation and good-will will enlist them in working out a common welfare. Looking to the preponderate numbers of the white race; to their constantly augmenting relative strength; to their great superiority in experience, education, and enlightenment; to the truth that intelligence is a main support of free institutions, we cannot doubt that the better qualified and superior portion of the people can, will, and ought to control and administer the domestic governments. Henceforth, let it be understood of all, that the political equality of the races is settled, and the social equality of the races is a settled impossibility. Let it be understood of all that any organized attempt on the part of the weaker and relatively diminishing race to dominate the domestic governments, is the wildest chimera of political insanity. Let each race settle down in final resignation to the lot to which the logic of events has inexorably consigned it. When the pernicious intermeddling which has irritated the relations of the races shall cease, the weaker race will look with growing confidence to us for the protection of their rights, and their fidelity and services in the past, their dependence and comparative helplessness, the demands of humanity and our own well being, all impel us to accord them justice and beneficence with a generous hand. The members of that race are engaged in an unequal struggle with poverty and the perilous responsibilities of a sudden freedom. Their earnings may suffice to secure a livelihood for themselves, but they who were once valuable laborers and producers are now contributing no increase to the aggregate wealth. A wise statesmanship will incite them by kindness, will rescue them from unthrift and extravagance, encourage them to increase their possessions and comforts by the practice of self-denial, diligence, and probity, will enlarge their industries, consult their wants, cultivate their minds, and draw out their best capacities, so that their now inert force shall be made an active instrumentality, and wielded as a great productive power in augmenting the common wealth, and prosperity. The colored man is on trial before the eyes of the world. It is mainly for himself to prove his race worthy of its new political relations. But in dealing with these questions, we are told that we cannot afford to do wrong. We are told it is not safe to make a single mistake. Let us reject the teachings of a policy so ignoble and narrow. Standing on a far higher political and moral level, let us do what we know to be right, for the sake of the right, yielding to no sickly ephemeral prejudice at home, and moved neither by menaces nor by blandishments from without.

MOVEMENTS OF KING KALAKAUA.

SAN FRANCISCO, Dec. 2.—King Kalakaua has gone to Fort Alcatraz on the steamer McPherson. From there the steamer Benicia will convey him to Mare Island, returning this evening. The society of California Pioneers paid their respects to him last night.

NEW PUBLICATIONS.

CHILDREN'S BOOKS.

SCIENCE IN STORY; SAMMY TUBBS, THE BOY DOCTOR, AND "SPONSIE," THE TROUBLESOME MONKEY: By E. B. FOOTE, M. D. 4 Vols. Murray Hill Publishing Co.: New-York, 1874.

The author of *Medical Common Sense*, and other works of popular physiology, has in these four volumes attempted the very interesting experiment of bringing the elementary truths relating to the structure and functions of the human body down to the comprehension of juvenile readers. The means adopted to accomplish this end is a story in which figure a bright, inventive colored boy, in the service of Dr. Samuel Hubbs, of New-York; a monkey, of highly mischievous propensities, who is a member of the same household, and a good many other people of major respectability, though minor importance. A vein of hearty, uproarious fun runs through the narrative portion of the book, and the scientific conversations and illustrations with which it is studded are made as simple as the nature of the subject and the inevitable use of certain learned words will allow. The book is one which adults may peruse with both profit and pleasure, and no better reading could be had in a family circle largely composed of juveniles, while the elders are at hand to explain and illustrate the tough parts of the medical tuition of "Sammy Tubbs." The monkey episodes will need no exposition. To each of the four volumes is assigned the elucidation of a distinct department of anatomy or physiology. The first is intended to give a clear idea of the bones, cartilages, and muscles; the second of the organs of circulation and absorption; the third of the digestive, nutritive, and other organs, and the fourth of the brain and nerves. The volumes are profusely illustrated from pen and ink sketches by Mr. Henry L. Stephens, and are among the most handsome and useful holiday gift-books of the season.

THE LIFE AND HABITS OF WILD ANIMALS. Illustrated from Designs by JOSEPH WOLF. With Descriptive Letter Press by DANIEL GIRAUD ELLIOT, F. L. S., F. Z. S. New-York: HARPER BROTHERS.

This is a sumptuous book for a Christmas present. The artist, Mr. Wolf, is a German, who has made wild animals a special study, and who has found that support and encouragement in London which he failed to secure in his native land. His works have long been famous, and in this book there are twenty examples of his finest efforts. The engravings are by J. W. and Edward Whymper, and finer specimens of the art have rarely been laid before the public. The pictures of the jaguar, the lion, the bear, and of a tiger struggling with a crocodile are full of life and animation, and present a great contrast to the heavy, ungainly figures of such animals which are generally presented in books of natural history. The drawing of a "tropical bathing place" is also a wonderful piece of work, and the monkeys in the "Happy Family" is a model both of drawing and engraving. The book altogether is one of the best ever published on wild animals, for popular reading, and is worthy of a place in the best library.

THE PRETTY LAME PRINCE. By the author of "John Halifax, Gentleman." New-York: HARPER BROTHERS.

Is this book intended for children? If so, it is a pity it is not written in simple English. We have tried the effect of a chapter on a boy ten years of age, and he could make nothing of it. In the first few lines we are told that the Prince's eyes "had an expression of earnest inquiry;" that his nose "seemed an aquiline shape," and that his brother was "heir presumptive." Any mother who reads the story to her children will have to explain about two words in every five. That is not the sort of book children care to have—nor is it even good English. Bunyan's *Pilgrim's Progress*, though not intended for children, would be far more readily understood by youngsters than this new-fangled style of writing fairy tales.

PUSSY TIP TOE'S FAMILY. By MRS. D. P. SANFORD. With Illustrations. New-York: E. P. DUTTON & CO., No. 713 Broadway.

It will be very difficult to find a better book than this for children. In the first place, it is very attractive to the eye, the cover being very prettily decorated in various colors. In the next place, it is adorned with thirty full-page illustrations, all very good, and all designed with the special purpose of winning the attention of children. In the third place, the story itself is extremely interesting, and is told in a way which children can understand—a great point, though one not always considered by compilers of books for young folks. Moreover, the story is thoroughly original, and will be welcomed in the nursery as a change from the old (though ever welcome) fairy tales. The book is altogether one which can be honestly recommended.

THE LIFE OF AN ELEPHANT. THE LIFE OF A BEAR: His Birth, Education, and Adventures. New-York: POTT, YOUNG & CO.

These two books relate stories of that kind which are always interesting to the younger members of a family. They are written in a simple style, and any child who has been able to read for a year or so will find no difficulty in following the adventures of the bear and the elephant. The type is very large, and long words are carefully avoided. Each book has numerous excellent pictures, and either or both of them would make a most acceptable Christmas gift.

THE SEA-SIDE HOME AND THE SMUGGLER'S CAVE. By EMILIA M. NORRIS. New-York: POTT, YOUNG & CO.

This is the story of two children who went to live at the sea-side, and who met with many wonderful things, which are described in a very simple and pleasing manner. It would be difficult, we should say, for anybody to find a child who would not be immensely interested in this narrative, which is not only full of life and incident, but which carries with it an excellent moral. The book is prettily illustrated.

DAVIE AND DOT. Their Pranks and Pastimes.—GOOD LITTLE CHILDREN. New-York: POTT, YOUNG & CO.

These are essentially picture-books, the letter press being only just sufficiently long to explain the illustrations. Each engraving occupies a page, and we only hope that the youngsters who are lucky enough to receive either of the books as a Christmas present will turn out like the "good little children" for whom they are evidently meant. The publishers have spared no pains or expense to produce the books in an attractive shape.

A HIEROGLYPHIC GEOGRAPHY OF THE UNITED STATES. Part I. New York: E. P. DUTTON & CO.

This is an ingenious and interesting mode of teaching children the geography of their country. In the present part, the New-England States and New-York are included, and the chief features or characteristics of these States are described by means of symbols or hieroglyphics, which are sufficiently complicated to exercise the ingenuity of the student, but are not likely to weary him. The book will be a welcome aid to mothers who are undertaking the work of teaching their children.

SPEAKING LIKENESSES. By CHRISTINA ROSSETTI. Boston: ROBERTS BROTHERS.

This is a pretty story, charmingly illustrated by Arthur Hughes, well printed, and well bound. What more could any child desire in its Christmas book?

SUMMERY MOONINGS. By GAIL HAMILTON. New-York: HARPER BROTHERS.

A book on various subjects connected with the training and education of children. The advice given is well meant, but we are half inclined to think that mothers themselves will know what is good for their own children quite as well as Gail Hamilton.

Messrs. Pott, Young & Co., New-York, are the publishers of a very charming and instructive little story entitled *Clement's Trial and Victory*. The book is written in a style at once healthy and interesting, and is equally well calculated to engage the attention and refine the character of the juvenile reader. *Fairy Gifts, or a Wallet of Wonders* bears the imprint of the same publishers, and tells of the beneficent deeds of the wise and good fairy Rubinetta, the marvels wrought by the great wizard Katchookatohkan, and the inexhaustible wonders of certain terrestrial suburbs of Fairyland. The six little tales composing the book are written in a fascinating style and have a certain undercurrent of allegorical wisdom which older folks, than the reader for whom it is intended, will find it worth while to dig out and explain. The two books above mentioned are suitable for young people at school. *May's Own Boy* and *Mrs. Mouser* belong to the mature order of nursery literature. The latter is the autobiography of a cat, and is largely occupied with thrilling details of the escapades of her kittens. All four of these contributions to children's literature are embellished with really artistic illustrations, those of the last two being specially fitted to engage the attention of little people.

REPORTS OF INSPECTORS OF STEAM-BOATS.

THE CAPTAIN OF THE GUATEMALA CENSURED—THE BURNING OF THE RIVER BELLE UNEXPLAINED.

The following reports have been furnished by the local inspectors of steam-boats to the Supervising Inspector, Mr. Addison Low:

OFFICE OF UNITED STATES LOCAL INSPECTORS
OF STEAM VESSELS, NEW-YORK, Oct. 26, '74.

SIR: We hereby report the result of an investigation held by this board into the cause of the loss of the steam-ship City of Guatemala, which occurred on the night of the 16th of July last. The steamer left New-York July 11, bound for Aspinwall, United States of Colombia, with freight only. Everything went well until the night of the 16th, when, a few minutes before 12 o'clock, midnight, the ship struck a reef off the north-east end of Watling's Island, Bahamas, where she became a total loss. It appears from the statement of Capt. J. B. Hildreth, the commander, which is corroborated by Mr. Lynch, chief officer, that on the morning of the 16th they observed that there was a serious deviation on three points of the compass from what it had been on former voyages, and likely on all others, and that he made due allowance for the error. From the position of the ship at noon on that day, by observation to where she struck, was south by east, quarter east, distant 104 miles. From the course steered the ship should have been nine miles north-west of the reef at the time she struck, had there been no local causes for a deviation from a true course. Capt. Hildreth further states that about 10 P. M. on the night in question he lay down with his clothes on, the weather being fine, leaving orders with the third officer, then in charge of the deck, to look out for land at 11 P. M., and call him in time to be on deck at 11:45, or before, if he saw signs of land. These orders were not strictly obeyed, as it appears that the Captain was not called until some seven or eight minutes before midnight, which is admitted by the third officer himself. The cause assigned for the loss of the steamer is local attraction of the compasses and a strong south-east current. This board hold that the conduct of Capt. Hildreth, in so far as lying down and leaving his ship in charge of an unlicensed officer when approaching land, is reprehensible, and deserving the censure of this board, and he is so hereby censured. The steam-ship City of Guatemala was an iron screw-ship of 1,505 tons burden, built at Chester, Penn., in 1874, and owned by the Pacific Mail Steam-ship Company. The amount of loss is estimated at $293,000. There were no lives lost or persons injured. We herewith submit a copy of the evidence and other papers taken in the case.

OFFICE OF THE UNITED STATES LOCAL INSPECTORS OF STEAM VESSELS,
NEW-YORK, Oct. 16, 1874.

SIR: In compliance with your instructions of the 5th of September we have held an investigation into the cause of the burning of the steamer River Belle, which occurred on the morning of the 3d of September, while lying at her dock, Pier No. 8, North River. It appears that the steamer left Sandy Hook for New-York at 2:45 P. M. Sept. 2, arrived at Pier No. 8 at 4:10 P. M., landed part of her passengers, and proceeded to the foot of Twenty-fourth street and landed the remainder, and then, returning to Pier No. 8, laid up for the night. The officers were on board all the evening, and did not retire until about 10 o'clock, and at that time there were no indications of fire in any part of the boat. Between 12 and 1 o'clock on the morning of the 3d, William B. Macklin, head waiter, was awakened by heat and smoke, and he immediately gave the alarm. (This person's room was situated abaft the bulkhead which separated the after cabin from the after-part of the engine-room.) After the officers and crew got on deck there was an effort made to put out the fire, but it was too late to save the vessel. There was also an attempt made to scuttle the steamer, but it failed. Soon after, the Fire Department arrived and took charge of the fire, assisted by the Harbor Police boats and Fire Department steamers. The vessel was sunk and the fire extinguished. The steamer was afterward raised and found to be not worth repairing. The origin of the fire seems to be unknown. When first discovered it was in the neighborhood of the bulkhead between the after cabin and engine-room. It appears from the evidence that there was nothing of an inflammable nature in this place. We would here state that there was no night watch kept on board. The River Belle was a wooden side-wheel steamer of 713 tons burden, built at Brooklyn, N. Y., in A. D. 1872, and last inspected by the New-London Board of Inspectors on July 1, 1874. There were no lives lost or persons injured by the accident. The estimated loss is $80,000. We herewith transmit a copy of the evidence and other papers in the case. Very respectfully, your obedient servants.

(Signed,) J. SIMONSON,
JOHN K. MATHEWS,
United States Local Inspectors of Steam-vessels, New-York.

ADDISON LOW, Esq., Supervising Inspector Second United States District, New-York.

TROTTING AT FLEETWOOD PARK.

Three trotting contests came off at Fleetwood Park yesterday. The first race of the day was a match of $500 between the b. m. Clara G. with running mate and Lady Dahlman under saddle. The race was closely contested throughout and created a great deal of interest. In the pools before the start the team had the call at $100 to $70, and after they had won the first heat they were the favorites at the rate of $20 to $12. The second heat, however, was won by Lady Dahlman, admirably ridden by John Murphy, but still the team remained the favorites at two to one. The team won the third heat and was the favorite at three to one for the fourth heat, which was won by Dahlman. The fifth and deciding heat of the race was close and exciting, but Mace, keeping his team well together, won by a length.

SUMMARY.

FLEETWOOD PARK, MORRISANIA, Wednesday, Dec. 2.—Match, $500; mile heats; best three in five.

D. Mace's b. m. Clara G., and running mate	1	2	1	2	1
J. Murphy's b. m. Lady Dahlman, under saddle	2	1	2	1	2

TIME.

	Quarter.	Half.	Mile.
First heat	37	1:13	2:28¾
Second heat	37½	1:13½	2:29¼
Third heat	37	1:13¼	2:28½
Fourth heat	38½	1:15½	2:32
Fifth heat	37	1:13½	2:28

SECOND RACE.

The second race was a sweepstakes of $400, between Sherman, Willie, Lady Trimble, and Sorrel Jake. Before the start Willie was the favorite at $35, while the other three against him brought but $30. Sherman won the first heat by a length very easily, and Dan Mace got behind Willie, and consequently he still remained the favorite, bringing $60, Sherman $51, and the field $16. Sherman won the second heat very easily by two lengths, when the backers of Willie endeavored to hedge out, and Sherman brought $100 and the field $50. Sherman proved his superiority on the slippery track, and won the third heat and race easily.

SUMMARY.

SAME DAY.—Sweepstakes, $400; mile heats; best three in five in harness.

J. Lynch's b. g. Sherman	1	1	1
P. Fleming's gr. g. Willie	2	2	3
T. Trimble's b. m. Lady Trimble	4	3	2
J. Murphy's s. g. Sorrel Jake	3	4	4

TIME.

	Quarter.	Half.	Mile.
First heat	39	1:18¾	2:41
Second heat	41	1:20¼	2:42
Third heat	39½	1:19	2:42

THIRD RACE.

The third affair was a sweepstakes for $300, between Black Hawk, Jerry, and Jericho. There was little betting done, but what there was Black Hawk had the call. He lost the first heat but won the next three and the race.

SUMMARY.

SAME DAY.—Sweepstakes $300, mile heats, best three in five in harness.

J. Murphy's blk. g. Black Hawk	2	1	1	1
J. P. Deely's gr. g. Jerry	1	2	2	2
J. Haslett's br. g. Jericho	3	dis.		

TIME.

	Quarter.	Half.	Mile.
First heat	44	1:29	2:59
Second heat	42½	1:25	2:52¼
Third heat	43	1:24	2:53¼
Fourth heat	41	1:22	2:50¾

CONNECTICUT POLITICS.

PREPARATIONS FOR THE SPRING CAMPAIGN.

THE DEMOCRATIC CANDIDATE FOR GOVERNOR—ASPIRANTS FOR CONGRESSIONAL HONORS IN THE FIRST, SECOND, AND THIRD DISTRICTS—THE REPUBLICAN NEED.

From Our Own Correspondent.

HARTFORD, Monday, Nov. 30, 1874.

Some of the State papers within the past two or three weeks have speculated in various directions with reference to political probabilities for next Spring, but nothing really new has been brought to light. It does not appear as yet that the Democrats will make any change in their present list of State officers, notwithstanding the many predictions to the contrary. A very absurd story has been circulated during the past week to the effect that Gov. Ingersoll had written to Col. F. B. Loomis, of New-London, saying to that gentleman that he should not again become a candidate, and expressing a desire for his (Loomis') nomination. Even were Gov. Ingersoll so far determined as to make known his decision not to run again, he is not a man who would commit himself to any man to succeed him, much less to a person of such inferior intellectual ability as Col. Loomis, whose only qualification as a candidate is his money. In any event Col. Loomis would not probably rise above the second place on the ticket, and as that carries the title of Governor with it, he would probably be satisfied. There has been one notable instance in Connecticut where a gentleman was nominated for Lieutenant Governor and elected, because he was desirous of getting a Gubernatorial title to satisfy his pride while traveling abroad. But at present there is no reasonable prospect of Gov. Ingersoll's retirement, and a discussion of the question is premature.

The Democratic Congressional nominations in the First (Hartford and Tolland Counties, Gen. Hawley's) District, Second (New-Haven and Middlesex, Gen. Kellogg's) District, and Third (New-London and Windham, Mr. Starkweather's) District are matters of very considerable interest to all politicians. In the Hartford District Mr. George M. Landers, a manufacturer of New-Britain, who has served in both branches of the General Assembly, and is a clever man without any surprising ability, is most prominently talked of among candidates residing outside of the City of Hartford, while in the city those named are A. E. Burr, of the *Times* newspaper; Charles R. Chapman, Ex-Mayor; Alvan P. Hyde, of a well-known law firm, and Samuel F. Jones, a criminal lawyer of some repute at the bar. There is nothing of the reforming element in either of these with which to startle the people of the district. If the prospect of success is encouraging to the leaders a candidate from the city will undoubtedly be agreed upon; but if there is a dubious outlook the country will be resorted to for the victim. That some of the Democrats hereabouts have become hopefully wild concerning the district since the recent elections is apparent; but many of the thoughtful ones see in Gen. Hawley a candidate who will be able to hold his own and more, in view of his good and consistent record in Congress, and in view, moreover, of the important interests, financial and otherwise, of the district, which require attention at the hands of a representative at Washington. Gen. Hawley's vote will not be exclusively a Republican one, but he will be supported by many Democrats, in almost any event, and his re-election looks now almost like a matter of certainty.

In the Second District there has been trouble in the Democratic ranks for five or six years, and owing chiefly to quarrels there and to the popularity of Gen. Kellogg, the Republicans have swept the district three times in succession. It looks now, however, as if the party in the City of New-Haven was in an improved condition. The enforcement of the new charter, which was rushed as a partisan measure through the last Legislature, has given the old ring leaders greater power, and factions moving against them are more easily conciliated. But it is not in the power of human wisdom to tell what may or may not happen in New-Haven on election day. Judge Bradley is talked of as a probable candidate for Congress, and is supposed to be the first choice of Senator Eaton, whose warm personal friend he is. It is also said that Judge James Phelps, of Essex, who is a Judge of the Superior Court, is willing to run, and this is, probably true, as he has on former occasions allowed a free use of his name, and on one occasion offensively. He was elected a Judge of the Superior Court, as a War Democrat, at the time the Legislature unwisely dropped Judges Seymour and Waldo, because they were Democrats, and were supposed to be secessionists. At the close of the war, or very near it, Hon. Samuel Ingham, of Essex, who was several times run as the Democratic candidate for Governor, appeared as a delegate in the Second District Congressional Convention, and presented the name of Phelps, who is his son-in-law. Earnest objection was made by the copperhead element in the convention, because the proposed candidate had accepted office from the Republicans; whereupon Ingham, who was over-zealous, declared that Phelps was never anything but a Democrat, and went on to the Bench to have a Democrat there rather than a Republican, clearly intimating throughout his speech that his son-in-law was the basest sort of a political hypocrite. The speech killed Phelps for that year. Middlesex County can fairly claim the nomination; and, besides Phelps, there are several candidates, among whom are Charles C. Hubbard and Arthur W. Bacon, of Middletown, and Messrs. Arnold and Warner, of Haddam. There is nothing yet to indicate that Gen. Kellogg will not again be the Republican candidate. If he should retire it might be to accept a nomination for Governor, in case of Mr. Harrison's refusal to run.

In the Third District two persons have been prominently named as Democratic candidates—Judge Lafayette S. Foster, of the Supreme Court, and Thomas M. Waller, Mayor of New-London, and a bright fellow with no political stability. Some surprise has been expressed that Judge Foster should be willing to vacate the bench of the Supreme Court of Errors to run for Congress, after having devoted a life almost to politics, and served twelve years in the Senate of the United States. If he is willing to run, he probably considers the fact which many overlook, that he is now sixty-eight years of age, and by constitutional limitation will cease to be a Judge at seventy. It is amusing to hear the Democrats allude to Judge Foster as a Republican of the "liberal" sort. Probably he has not voted the Republican ticket since 1866. In that year, when his last Senatorial term expired, he was committed to a Democratic trade in his favor, manipulated by the very men in the Republican Party who joined the Democrats in 1872 in re-electing Senator Ferry, though the coalition at that time was against Ferry. He went with Andrew Johnson in his Presidential hegira, and to all intents and purposes has been a good Democrat for six or eight years. He is not a strong man before the people, and never was, and would be one of the weakest candidates that could be put up for Mr. Starkweather to beat.

The Fourth District is carried in Mr. William H. Barnum's vest pocket, and it will be as he says in Litchfield and Fairfield Counties.

A so-called "independent" journal in New-York, whose independence rivals the partisanship of both parties, has lately declared that the trouble with the Republican Party in Connecticut is, that it wants new leadership, as if under present leaders it had become corrupt. It could have better said that the party has no united leadership, and what it needs is not anything to correct it internally—for there has never been a stain of corruption here in legislation—but a wholesome business organization to attend to the details of a canvass. There can be no change of leadership where there is absolutely none to begin with. The trouble here is twofold—want of organized effort and lack of harmony between sections. The party has had its throat cut by betrayals two or three times, and sectional feeling has inevitably existed. Until there can be a restoration of fraternal relations the Democrats will have the advantage, being well organized, down to the last school district, in the matter of getting out votes. Now that the capital quarrel is over, and there is no Senatorial question to be determined until 1876, the party ought to be able to afford a generous fair-dealing among its own members, and enter upon the campaign soon to be opened with something of the old-time enthusiasm. There is material enough for a winning fight if it is properly concentrated and handled.

GERMAN IMMIGRATION.

The Directors of the German Society, Frederick Schack presiding, held a meeting at their office, No. 13 Broadway, yesterday, when, from the reports submitted by the Secretary, it appeared that during the present month 3,000 German immigrants were landed at Castle Garden. This is 5,240 less than arrived during the corresponding month of last year. Since the 1st of January the whole number of German immigrants landed at Castle Garden amounted to 43,286 persons, showing a falling off of 56,084 as compared with the first eleven months of last year, when the German immigration amounted to 99,370. The Relief Committee, during the past month, aided 357 German immigrants in poor and destitute circumstances, at an expense of $700. The sum of $2,660 was appropriated to be used in the same way during the present month, making, with a balance in the hands of the committee, a total of $4,148. In addition a balance of $11,105 35 remained in the treasury.

A DANGEROUS DRUNKARD.

James Reilly, a butcher's assistant, was held, in default of $2,000 bail, on two charges of felonious assault, by Justice Flammer, at Jefferson Market Police Court, yesterday. It appears that in July, 1871, Reilly was working for one James Kilgallen, of No. 509 West Forty-fourth street. When under the influence of drink Reilly is a man of most violent and uncontrollable temper. On the 11th of July, 1871, he became much intoxicated, and attacked Kilgallen with a large butcher's knife. The latter defended himself as best he could, but Reilly threw the knife at him and then attacked him with a butcher's steel. This is a long, round instrument, with a very sharp point, and is used by butchers for sharpening their knives. Reilly drove the steel through Kilgallen's lungs, and then fled. The life of the wounded man was despaired of for two months, but he finally recovered. In the meantime Reilly had fled to Ireland. He returned some six months ago, and was employed by Francis Dennie, of No. 551 West Forty-fourth street. On the 23d of August last, Reilly got drunk again, and chased Mr. Dennie through the streets with the intention of stabbing him with a large knife which he carried. Mr. Dennie, however, escaped with a large gash in his clothes, and a small one in his skin. Reilly then again disappeared, and only returned to the City a few days ago, when he was arrested by Officers Grassig and Walsh. He was fully identified by both Mr. Dennie and Mr. Kilgallen, and when asked by Judge Flammer what he had to say answered that "he knew nothing about the occurrences, being very drunk at the time."

THE STATE OF TRADE.

ST. LOUIS, Dec. 2.—Flour in improved demand; Superfine Winter, $4 10@$4 25; Extra do., $4 25@$4 40; Double Extra do., $4 40@$4 70. Wheat dull and drooping; No. 2 Red Winter, $1 07, cash and December; $1 13, January. Corn quiet and unchanged. Oats higher; No. 2, 55¼c.@56c. Barley firmer; No. 3 Spring, $1 20@$1 25; No. 2 do., $1 32½@$1 35. Rye in improved demand at $1 03. Whisky quiet at $1. Pork dull and lower to sell; offered at $20, cash and all the year; $20 37½@$20 50, February, asked; 20c.@25c. bid. Bulk Meats firm; held at 7¼c. for Shoulders; 10¼c. for Clear Rib Sides; 10½c. for Clear Sides; no buyers. Green Meats, Hams in pickle, and Shoulders, nothing done. Lard lower at 13c., spot. Live Hogs firm; Packers out of market during the warm weather; a few sales of common at $6 75@$7; good to extra $7 25@$7 75. Cattle—Offerings mostly poor; market dull and weak; choice to extra Native Steers, $5 25@$6; good to prime, $4 50@$5 25; common to choice, $1 75@$3 50; through Texans, $1 75@$2 50; Texas Steers, $1 75@$3 75. Receipts—4,000 bbls. Flour, 9,000 bushels Wheat, 11,000 bushels Corn, 7,000 bushels Oats, 12,000 bushels Barley, 2,000 bushels Rye, 14,000 Hogs. Shipments—2,000 bushels Wheat, 2,000 bushels Corn.

CHICAGO, Dec. 2.—Flour unchanged. Wheat dull; closed active and firm; No. 1 Spring, 93½c.@93¾c.; No. 2 do., 90⅞c.@91c., cash; 92⅛c., January; No. 3 do., 85c.; Rejected, 80c. Corn unsettled; closed firm and in fair demand; No. 2 Mixed, 72½c., spot; 72¼c., all the year; 72c., May; new No. 2 Mixed, 66½c., cash; 66¾c.@67c., January; Old Rejected, 65c.; New do., 62c.@63c. Oats steady; No. 2, 52¼c., cash and all the year; White, 53¾c.@54c. Rye firm and in fair demand at 95c.@95½c. Barley in fair demand and higher; No. 2 Spring, $1 25@$1 26, cash. Seeds firm and in fair demand; Clover, $5 50@$5 60. Dressed Hogs dull and lower; nominally $7 25. Pork dull, unsettled, and lower, closing steadier at $19 75@$19 80, cash; $20 45@$20 50 February. Lard quiet and weak for spot at $13 10; firm and in fair demand for futures at $13 50@$13 55, February. Bulk Meats in fair demand and lower; partly cured Shoulders, 6⅝c.@6⅞c.; Short Rib Middles, 9½c.@9⅝c.; Short Clear do., 9¾c.@9⅞c., all loose; ¼c. higher for packed. Whisky steady at 97c. On the call of the board this afternoon Wheat closed at 91c., December; 92¼c., January. Corn firm at 72¾c., all the year. Oats, 53¼c., cash. Pork dull at $20 55, February. Lard—Sales, 2,000 tcs. at $13 55, February.

BUFFALO, N. Y., Dec 2.—Lake and Rail Imports for the last twenty-four hours—28,389 bbls. Flour, 276,931 bushels Wheat, 19,600 bushels Corn, 12,600 bushels Oats, 3,500 bushels Barley. Canal shipments to Lockport—11,300 bushels Wheat, 500 bushels Corn. Rail exports—90,360 bushels Wheat, 27,866 bushels Corn, 12,600 bushels Oats. Flour steady; Western Spring, $5 75@$6; Bakers', $6 75@$7; Amber, $6@$6 25; White, $6 50@$7 50. Wheat quiet; sales, No. 2 Duluth Spring at $1 09; Milwaukee No. 2 Spring at $1 06; Milwaukee No. 1 Spring held at $1 15@$1 16; Red Winter, $1 14@$1 16; White Winter, $1 25@$1 26. Corn dull; sales New at 81c.; Old No. 2 held at 85c. Oats dull; No. 2 Western held at 58c.@59c. Rye nominally 96c. Barley steady; Canada, $1 45@$1 50; Western, $1 30@$1 35; State, $1 28@$1 30. Barley-malt firm; Canada, $1 55@$1 60; Western, $1 45@$1 50. Dressed Hogs, 9c.@9¼c. Other articles unchanged.

NEW-ORLEANS, La., Dec. 2.—Flour, only local demand, but market stronger; Double Extra, $5; Treble do. $5 25@$5 50; Choice do., $5 75@$6 50. Corn quiet but firm at 90c.@92c. Oats lower at 69c. Bran quiet at $1 15. Hay easy; Choice, $27@$28. Pork dull at $21 50. Dry-salted Meats dull; Shoulders, 8c. Bacon dull; Shoulders, 9¾c.; Clear Rib Sides, 13¾c.; Clear Sides, 15c. Hams—Old, 12½c.@13c.; New in demand at 15½c.@16c. Lard quiet; Tierce, 15½c.; Keg, 15¾c. Sugar in good demand; light supply; inferior, 4½c.@5c.; common, 5¾c.@6c.; fair to fully fair, 6¼c.@7¾c.; prime, 8c.; choice, 8¼c. Molasses higher; common, 40c.@42½c.; fair, 47c.@50c.; prime to choice, 52c.@56c. Whisky quiet at $1 05. Coffee firm; ordinary to prime, 17c.@19¼c. Corn-meal, $3 90. Gold, 112⅛. Exchange—New-York sight, ⅛ discount; Sterling, $5 41½@$5 42½.

CINCINNATI, Dec. 2.—Flour steady. Wheat firm and scarce; Red, $1 08@$1 12. Corn firm at 70c.@71c. Oats steady at 57c.@61c. Rye firm at $1 08. Barley firm and scarce; No. 2, $1 30@$1 35. Butter very dull; choice Western Reserve, 32c.@34c.; Central Ohio, choice, 30c.@31c.; medium, 25c.@27c. Pork dull; nominally, $20 50, spot. Lard dull and unsettled; Steam, 13¼c.@13½c., spot; 13¾c., February; jobbing Kettle, 14c.@14¼c. Bulk Meats dull and drooping; Shoulders, 7½c.@7¼c.; Clear Rib Sides, 10c.@10⅛c.; Clear Sides, 10¼c.@10½c. Bacon scarce; only a jobbing trade. Green Meats easier; Shoulders, 6¾c.; Sides, 9½c.@9⅝c.; Hams, 10½c.@11c. Whisky steady at 98c.

BALTIMORE, Md., Dec. 2.—Cotton dull and weak; Low Middling, 14c.@14¼c. Flour quiet and steady and unchanged. Wheat quiet but firm; Amber Western, $1 20@$1 30; No. 1 Red Western, $1 26@$1 27; No. 2 do., $1 26; No. 3 do., $1 18; rejected, $1 15; Red Maryland, $1 20@$1 33; Amber do., $1 35@$1 38. Corn strong; Southern higher; White Southern, 82c.@86c.; Yellow do., 80c.@83c.; New Western, 85c.; do. Steamer, 82c. Oats firmer; Southern, 63c.@66c.; Mixed Western, 62c.@63c.; White do., 64c.@65c. Rye quiet at $1@$1 05. Hay unchanged. Provisions unchanged and firm. Butter—Western quiet, steady and unchanged. Petroleum unchanged. Coffee quiet at 17½c. Pork active and higher. Whisky firmer, scarce; small sales at $1 03.

MILWAUKEE, Wis., Dec. 2.—Flour dull. Wheat firm and in fair demand; No. 1 Milwaukee, 92c.; No. 2 at 89⅝c.; January, 90¾c.; February, 92¼c. Oats lower; less active; No. 2, in store, 54c. Corn dull and declining; No. 2 Mixed, 73c. Rye dull; nominally lower; No. 1 at 96c. Barley firm and higher; No. 2 Spring, January, $1 28; No. 3 Spring, $1 09. Provisions dull. Pork—Mess, $19 75; Prime do., $17 50; Extra do., $14 50. Hams—Sweet Pickled, 11½c. Dry-salted Meats—Shoulders, 7¼c., loose; Middles, 9¾c.@10¼c., boxed. Lard—Prime, 13½c.@13¾c. Receipts—Flour, 2,500 bbls.; Wheat, 53,000 bushels. Shipments—Flour, 5,500 bbls.; Wheat, 12,000 bushels.

OSWEGO, N. Y., Dec. 2.—Flour steady and unchanged; sales, 2,000 bbls. Wheat in light demand; sales, 5,000 bushels No. 1 Milwaukee Club at $1 20; 1 car do. at $1 22. Corn unchanged; sales, 1,200 bushels New, Low, and High Mixed at 90c.@92c. Barley quiet; Canada offered at $1 49. Corn-meal, $38 for Bolted, $37 for Unbolted, ₱ ton. Mill-feed steady; Shorts, $21; Shipstuffs, $24; Middlings, $28, ₱ ton. Railroad Freights—Flour to Boston, 50c.; to New-York, 38c.; to Albany, 34c. Lake Receipts—80,200 bushels Wheat, 28,000 bushels Corn.

TOLEDO, Dec. 2.—Flour quiet and unchanged. Wheat dull and declining; No. 1 White Michigan, $1 11½; Amber Michigan, $1 08; January, $1 10½; No. 1 Red, $1 10. Corn steady; High Mixed, cash or December, 69c.; Low Mixed, 68c.@68¾c.; White, 70½c.; damaged, 59½c. Oats dull and declining; Michigan, 54½c. Clover Seeds, $5 60. Dressed Hogs, $8 60@$8 75. Receipts—Wheat, 13,000 bushels; Corn, 57,000 bushels; Oats, 6,000 bushels. Shipments—Wheat, 2,000 bushels; Corn, 23,000 bushels; Oats, 3,000 bushels.

INDIANAPOLIS, Ind., Dec. 2.—Flour quiet and unchanged. Wheat quiet and unchanged. Corn—Ears, 54c.@56c.; Shelled, new, 66c.@67c.; old, 71c.@73c., in elevator. Oats, 54c.@56c., in elevator. Rye, 90c.@95c. Barley, $1 20@$1 25. Bulk Meats—Shoulders, 7⅛c.@7¼c.; Clear Rib Sides, 10¼c. Green Meats—Shoulders, 7c.; Clear Rib Sides, 10c.; Clear Sides, 10¼c. Hogs, $6 75@$7. Receipts, 6,500. Shipments, 1,660.

LOUISVILLE, Dec. 2.—Flour, Wheat, and Corn unchanged. Oats firm and in fair demand at 60c.@65c. Rye quiet and unchanged. Pork dull and lower at $21. Bacon—None here. Sugar-cured Hams, 12c.@13c. Bulk Meats dull and drooping; Shoulders, 7¼c.; Clear Rib Sides, 10¼c.; Clear Sides, 10⅝c., ten days in salt. Lard, 14¼c.@15¼c. Whisky, 98c.

ALBANY, N. Y., Dec. 2.—Wheat dull. Rye, 90c., in street. Corn dull at 92c. for new; no old offering. Oats quiet and firm. Barley—Fair inquiry; sales, fifteen cars No. 2 Canada on private terms; two cars No. 2 State, two-rowed, at $1 30; two cars do., four-rowed, at $1 40; 1,400 bushels Clinton County, in store, on private terms; No. 2 Canada to choice Toronto quoted at $1 48@$1 50. Malt steady.

DETROIT, Mich., Dec. 2.—Flour unchanged. Wheat steady; Extra, $1 17; No. 1, $1 13; Amber, $1 08½. Corn steady; new, 75c. Oats in good demand at 54c.@56c. Dressed Hogs, $8 50. Receipts—3,000 bbls. Flour, 16,000 bushels Wheat, 1,000 bushels Corn, 1,000 bushels Oats. Shipments—3,000 bushels Wheat, 1,000 bushels Corn.

CLEVELAND, Ohio, Dec. 2.—Wheat firm; No. 2 Red, $1 07. Corn dull and declining; High Mixed, 72c.; Low Mixed, 71c.; Ears on track, 67c. Oats lower; No. 1 State, 58c.; No. 2 at 56c.; White, 59c. Petroleum firm; Standard White, in car lots, 8¾c.; Legal Test, 10¼c.; small lots ½c.@2c. higher.

ST. LOUIS, Dec. 2.—At the Brokers' Board to-night $21 25 was bid for February Pork, 13½c. was bid for March Lard, 13¼c. asked for six months, 13⅜c. asked for January. Bulk Meats—Clear Rib Sides, 10 days old, offered at 10½c.; Clear Sides, 10¾c. bid for January.

CINCINNATI, Ohio, Dec. 2.—Live Hogs very dull and lower; some 15,000 left over unsold; common, $6 25@$6 75; medium to fair packing, $6 90@$7 10; good Packing and Butchers', $7 20@$7 35; receipts, 19,000 head; shipments, 95 head.

WILMINGTON, N. C., Dec. 2.—Spirits Turpentine quiet and steady at 32½c. Rosin quiet and steady at $1 95 for Strained. Crude Turpentine steady; $1 60 for Hard; $2 60 for Yellow Dip; $2 60 for Virgin. Tar steady at $1 95.

MEMPHIS, Tenn., Dec. 2.—Flour unchanged. Corn, demand light; holders firm at 85c.@86c. Oats scarce and firm. Provisions easier; not quotably lower.

FINANCIAL AFFAIRS.

SALES AT THE STOCK EXCHANGE—DEC. 2.

SALES BEFORE THE CALL—10 A. M.

2000	Mo. 6s, L. B.	98⅛	200	Pac. R. of Mo.	47¼
100	Consol. Coal	48	1300	Union Pacific	36⅛
200	Am. Dist. Tel.	41	1100	do......s3.	36¼
300	do	81⅞	1000	do	36¼
100	do......c.	81⅞	500	do	36¼
200	do	81⅜	1100	do	36⅜
19	N. Y. C. & Hud.	102	1000	do......c.	36¼
100	do......s3.	101⅞	800	do......s3.	36¼
300	Rock Island	102⅛	800	do	36⅛
500	do	102⅛	700	do	36⅛
400	do	102	400	do......s3.	36
600	do	102⅛	400	do......b3.	36⅛
15	do	102	600	do......s3.	36⅛
300	do	102⅛	200	do	36⅛
100	do......s30.	101⅞	100	St. Paul......b3.	40
1200	do......b3.	102	100	do	39⅞
1300	Ohio & Miss.	33⅛	300	do	39⅞
200	do......s3.	33¼	800	do......b3.	40
800	do	33⅛	100	do	39⅞
200	do	33¼	200	do	39¾
200	do......s3.	33⅛	900	do	39⅞
400	do......b3.	33⅛	25	do	39⅞
3000	Pacific Mail	44⅞	200	do......s3.	39¾
200	do	44⅞	300	do	39⅞
400	do......b3.	44⅞	600	Atlantic & Pac. Pf.	16¾
100	do	44⅞	200	North-western.s3	46¼
300	do	44⅞	1400	do	46½
1800	do	44⅞	200	do	46⅜
1200	do......b3.	44⅞	1600	do	46⅞
300	Erie Railway	28¼	500	do	46¾
1100	do	28¼	200	do	46¾
1400	do	28¼	1300	do	46¾
800	do	28⅛	300	do......c.	46¾
200	do	28⅛	700	do	46⅜
1000	do	28⅛	100	do......b3.	46⅜
400	do	28¼	300	C., C. & I. C.	10¼
400	Lake Shore......s3.	81¼	100	do	10¼
300	do	81	800	Tol. & Wab.	32⅛
800	do......s3.	81	100	do	32
1000	do	81⅛	600	do	32⅛
1000	do......s3.	81⅛	200	do	32
300	do......b3.	81¼	100	do	32
500	do	81⅛	300	do	31⅞
400	do	81⅛	300	do	31¾
500	do......s3.	81⅛	500	do	31⅞
1100	do	81	900	do	31⅝
2000	do	80⅞	200	do	31⅝
500	do	80⅞	100	do	31¾
100	do......c.	80⅞	100	do......s3.	31⅝
100	do......b3.	81	200	do	31⅝
1000	do	80⅞	1400	Western Union	82

GOVERNMENT STOCKS—10:15 AND 11:30 A. M.

$2,000	U. S. 5-20, C., '62......b.c. 112⅜	$9,000	U. S. 5-20, C., '68 118⅛
1,000	U. S. 5-20, R., '65, N......b.c. 115⅝	1,000	U. S. 5s, 10-40, C......12. 114¼
1,500	U. S. 5-20, C., '65, N. 118⅞	10,000	U. S. 5s, '81, ...12. 113⅛
1,100	do......sm'l. 118⅜	1,000	U. S. 5s, '81, C. 113

FIRST BOARD—10:30 A. M.

$1,000	Mo. 6s, L. bds.	98¼	75	N. Y. C. & H. b. c.	101⅜
1,000	Tenn. 6s, N. s. c.	56½	200	do	101⅜
10,000	do......b. c.	57	100	do......s3.	101⅜
1,000	Alb. & Sus. 3d.	100	100	do	101⅜
2,000	C. B. & Q. 8s. b.c.	113⅜	50	Cle. & P., R. G. b.c.	88¾
1,500	Mich. So. 2d.	100	100	Chic. & N.W. Pf. b.c.	62½
2,000	N. Y. C. 6s, '83.	98¼	1100	L. S. & M. So. b.c. b3	81
15,000	do......b. c.	98	500	do	81
1,000	N.Y. Cen. 1st.c.	112¼	900	do	81⅛
11,000	Un. Pac. 1st.	93	500	do......s3.	81
10,000	do	92¾	300	do	80⅞
10,000	Un. Pac. S. F.	76¼	100	do......b3.	80⅞
1,000	Pac. of Mo. 1st.	87½	200	do......s3.	80¾
8,000	do	88	800	Union Pac. b.c. s3.	36¼
3,000	Ch. & N.W. c.g. b.c.	90	600	do......b3.	36⅛
10,000	O. & Mis. 2d b.c.	80¼	1700	do	36⅜
3,000	C. C. & I. C. 1st.	68½	200	do	36¼
5,000	do	68¾	1600	do	36⅛
10,000	Bel. & So. Ill. 1st.	96	1200	do	36
1,000	Tol. & Wab. 1st.	92	500	do......c.	36
2,000	Tol. & Wab. 2d.	73	1400	C. M. & St. P. b.c.	39¾
5,000	T. C. So. & D. 1st.	60	100	do......b10.	39¾
4,000	G. W. 1st, '88 b.c.	89¾	400	do......s3.	39⅜
1,000	O. & M. c. SF. b.c.	97½	400	do	39⅝
50	Am. Ex. Bk.	112⅛	100	do	39⅝
10	Bank of Republic.	103⅝	1200	do	39½
50	do......b.c.	103	300	do	39⅝
100	Canton Company.	61	400	do......b3.	39½
10	do...b.c. b3.	61	500	do......s3.	39⅝
100	Mar. L. & M.	5	100	do	39¼
100	Consol. Coal b. c.	48	100	Chic. & Rk. I. b.c.	102⅛
50	Del. & H. Canal	116	100	do......s3.	102
100	do...b.c. b3.	116	500	do	102¼
400	Am. Dist. Tel. b. c.	41½	100	do	102¼
70	West. U. Tel. b. c.	81¾	600	do......b30.	102¼
300	do	81¾	1200	do......b3.	102⅛
100	do......b3.	81⅞	600	do......s3.	102⅛
600	do......b3.	82	2400	do	102⅛
100	do	82	100	do	102⅛
1200	do	81⅞	200	do	102⅛
200	do	81⅞	300	do	102¼
400	do	81¾	600	do	102⅛
100	do......s3.	81⅝	1100	do......b3.	102⅛
300	do	81⅝	100	do	102⅛
200	Pacific Mail b. c.	44¾	3000	do	102⅛
1100	do	44⅞	200	do......s3.	102⅛
2300	do	44⅞	700	do	102⅛
100	do	44⅞	100	do......c.	102
500	do	44⅞	300	do......s3.	102
1200	Erie Railway. b.c.	28¼	500	do	102⅛
400	do	28¼	150	N. J. Central b. c.	107
700	do	28¼	200	Del., Lack. & W.	109
200	do	28¼	1000	do......b. c.	109
200	do	28½	100	Ch. B. & Q. b.c. s3.	104
200	do......b3.	28⅝	800	Tol., W. & W. b.c.c.	31⅞
900	do	28⅛	200	do	31⅞
100	do......s3.	28½	300	do	32
900	do......s3.	28½	700	do	32
200	do	28⅝	100	do......c.	32¼
200	do	28⅝	700	do	32¼
600	do	28⅝	800	do	32¼
100	do	28⅝	100	do......c.	32
100	do......s3.	28½	300	do......s3.	31⅞
100	do......s3.	28⅜	300	do......b3.	32
700	Chic. & N.W. b. c.	46¾	200	do	31⅞
1900	do	46⅞	200	do	31¾
300	do	46⅞	300	do	31¾
3300	do	46⅞	82	A. & T. H. Pf. b.c. s3.	26¼
100	do......b3.	46¾	800	St. L., Iron M. & So.	29
900	do	46⅝	100	do......b. c.	29
1100	do	46½	25	do	29¾
1000	do	46⅜	100	do	30
1000	do	46¼	100	Han. & St. Jo. b. c.	26½
1700	do	46⅜	600	do	26⅜
500	do......b3.	46½	100	At. & Pac. Pf. b. c.	16½
600	do	46⅝	700	Ohio & Miss. b. c.	33½
1300	do	46¼	100	do......s3.	33

SALES BEFORE THE CALL—12:30 P. M.

$7,000	U.S. 5-20s, '77.	116⅛	100	Erie Railway	28
10,000	Va. 6s, Con., 2d series	42⅛	300	do......s3.	28¼
			200	do......s3.	28⅛
10,000	T. & W., C. C.	59	200	North-west. Pref.	61¼
200	Am. Dist. Tel.	40½	1900	Union Pacific	35⅞
100	Pittsburg	88½	500	do......b3.	35⅞
100	do......s3.	88½	100	do......b3.	35⅞
500	West. Union	81⅝	100	do	36
800	do......s3.	81½	600	Del., L. & W.	108¾
200	do......b3.	81⅝	200	Rock Island	102⅛
100	do	81½	100	do......s3.	102
100	do	81½	100	do	102
900	do	81¾	100	do	101⅞
700	Pacific Mail......s3.	44⅝	100	do......b3.	102
200	do	44½	100	do	102
200	do	44⅝	400	do	102⅛
400	do	44⅞	900	do......b3.	102¼
400	Lake Shore	80⅞	100	H. & St. Jo. Pref.	34⅞
100	do	80¾	100	do......b3.	35
400	do......b3.	80⅞	400	St. Paul	39⅛
800	do	80⅞	1800	do	39
100	do......b10.	81	100	do......b3.	39⅛
100	North-west......s3.	45⅞	100	do	39¼
400	do	46¼	200	do......s3.	39⅛
100	do	46⅛	500	do	39¼
200	do......s3.	46	100	St. Paul Pref.	57¾
300	do	46⅛	73	Ft. Wayne......s3.	95½
1900	do	46	400	Tol. & Wab.	31½
100	do......b3.	46⅛	300	do	31¾
600	do	46⅛	300	do......b3.	31⅞
1100	do	46	100	do	31⅞
200	do......s3.	46⅛	194	New-Jersey	129
200	do......b3.	46¼	200	Ohio & Miss.	33
500	do......c.	46¼	200	C., C. & I. C.	10⅛
600	do......b3.	46⅜			

GOVERNMENT STOCKS—2 P. M.

$10,000	U. S. 5-20 C., '65 116¾	$9,000	U.S. 5-20 C. '65. 119⅞
		10,000	U. S. Cur. 6s. 116⅝

SECOND BOARD—1 P. M.

$3,000	Tenn. 6s, old, ex coup.	57¼	1300	Ohio & Miss. b.c.	33
3,000	Tenn. 6s, N. S.	57	400	do......s3.	32⅞
1,000	Brook. 6s, W. L.	98½	200	do	32⅞
2,000	N.Y.C. P.I. 7s.	101	100	Chic. & N. W. b.c.	46⅜
1,000	Buf. & St. L., 1st......c.	103	300	do......s3.	46½
			600	do	46⅛
1,000	Un. Pac. 1st.	92⅝	1100	do	46
5,000	Un. P. S. F. b.c.	76⅜	600	do	46⅛
5,000	Ohio & Miss. 2d	80⅝	500	do	46
3,000	Tol. & W. con. conv.	58¼	100	do......s3.	45⅞
			800	do	45⅞
3,000	W. Un. Tel. bs.	99½	900	do......s3.	45¾
4,000	C. & N. W. 1st.	99	500	do......s3.	45⅞
1,000	Mil. & St. P. 8s, 1st. LaC. Div.	90	200	do	46
			200	Chic. & N. West. Pf......b. c. s3.	61¼
5,000	B., C. R. & M. 1st.	52			
4,000	West. Pac. bs.	86½	200	do	61
100	D. & H. Canal. b3.	116	200	do	60¾
250	Con. C. of Md. b.c.	48	200	do	60½
50	Penn. Coal...b. c.	245	10	Pitts., Ft. W. & C. Guar'd......b. c.	95⅝
800	W. Un. Tel...b. c.	81⅝			
200	do......s3.	81⅜	200	C. & R. I....b.c. s3.	102¼
200	do......b3.	81⅝	100	do	102⅜
1000	do......s3.	81½	200	do......c.	102¼
50	U. S. Ex....b. c.	65	100	do	102⅜
50	Adams Ex....b. c.	114	600	do	102
500	Pac. Mail....b. c.	44⅞	300	do	101⅞
400	do	44⅞	300	C., M. & S. P. b.c. b3.	39⅜
25	do......c.	44⅞	300	do	39⅛
100	do......s3.	44½	500	do......s3.	39
100	do......b3.	44⅝	700	do	39
300	N.Y.C. & H.R....b.c.	101⅜	100	do	39⅛
300	do	101⅛	100	do......b3.	39⅜
600	Erie......b. c.	28⅝	300	do	39⅛
200	do......s3.	28⅛	600	do	39
800	do......b3.	28½	200	do......b3.	39
100	do	28⅜	100	do	38⅞
400	do......s3.	28¼	200	do	38⅞
200	do	28¼	200	H. & St. J. Pf. b.c.	34½
100	L. S. & M. So. b.c.	80⅞	300	T., W. & W....b. c.	31⅜
300	do......b3.	80⅞	15	do	31⅝
300	do	80¾	600	do	31½
1300	do	80⅝	500	do	31⅛
200	do......b30.	80⅝	100	S. L., I. M. & S.	29½
200	do	80⅝	200	do......b. c.	29
2000	do	80½	100	do	29¼
3900	do......s3.	80⅛	200	do	29
200	do	80⅝	100	do	28
100	Panama......b. c.	116¼	100	do......b30.	28
100	Un. Pac...b. c. s3.	36	100	C., C. & I. C....b. c.	10¼
100	do	35⅞	300	At. & Pac. Pf. b. c.	16⅛
100	do......b3.	36	100	do	16⅜
1000	do	35⅞	100	do	16⅜
200	Pac. R. of Mo. b.c.	47⅛	300	do	16½

SALES FROM 2:30 TO 3 P. M.

$5,000	Un. Pac. S. F.	76⅜	100	North-west Pf.	60¾
100	Con. Coal......b3.	48	200	St. L. & I. M.	27½
400	West. Union	81⅝	100	do	28
800	do	81¾	100	Ohio & Miss.	32⅞
100	do......s3.	81⅝	100	do......b3.	33
19	American Ex.	65¾	300	Rock Island......s3.	102
500	Erie Railway	28¼	200	do	101⅞
300	do	28¼	400	do......s3.	101⅞
600	do	28	200	H. & St. Jo.	26¼
300	do......b3.	28⅛	100	At. & Pac.	16½
100	do	28	200	St. Paul	38¾
750	Pacific Mail	44¾	100	do	38⅞
100	do	44¾	300	do	38¾
2400	Lake Shore	80⅝	700	do	38⅞
100	do......s3.	80⅛	200	St. Paul Pf.	57¾
50	Chic. & Alton	102	200	Tol. & Wab......s3.	31⅜
800	Union Pac......s3.	35¾	100	do	31¼
400	do	35⅞	200	do	31½
100	do......s3.	35¾	100	do	31⅜
700	North-western	46	100	do	31⅝
100	do......s3.	46	400	do	31⅝
1300	do	46¼	400	do	31⅝

WEDNESDAY, Dec. 2—P. M.

The transactions in the speculative Stocks to-day have been considerable in amount—say 200,000 Shares—and a somewhat lower range of prices was finally established, though the differences from Tuesday are at the last only fractional in all the leading varieties, the preferred Stocks of the North-western and St. Paul Roads alone showing any considerable decline—say 1¼ and 1 ₱ cent. The market has been irregular, the fluctuations frequent and rapid, with many changes of temper from moment to moment. The disposition on the part of the few remaining bears to hammer and intimidate and worry, with a view to depression, has been constant and conspicuous, though accompanied with a visible eagerness to buy Stocks. The sales of long Stock have been large, paying quite unusual profits, and yet at the very close the tone of the general market was fully steady, and many descriptions were very firm at quotations.

The largest dealings were in North-western at 46½@46⅞@45¾@46⅛. Lake Shore came next, with more business than usual of late, though with small fluctuations. Union Pacific was quite active, with its customary steadiness. The dealings in Rock Island were larger than common, at average prices rather above those of Tuesday. Erie was firm on the advance in London, but depressed to 28 at the close, after the final cable quotations had been received. Pacific Mail was persistently hammered and slightly depressed in connection with a renewal of reports about the company's financial condition. It is safe to say that, if all these reports had been believed, the stock would have declined much more than it did. Referring to our comparative table below for the closing quotations, we have only to remark that the steadiness of the whole list gives ample evidence of a much extended interest in the stock market on the part of the general public, and a confidence in the advancing course of prices such as we have not seen for some months.

Money was more active at 4@4½ ₱ cent., with a few loans at 5. Late in the day, under free offerings, the rate declined to 3, and we overheard a few transactions at the close as low as 2 ₱ cent. The borrowing demand for stocks for use is slightly better than last reported. To the large dealers in Government stocks the supply of money is still abundant at not more than 2 ₱ cent.

Sterling Exchange has ruled weak, with a decline to $4 84½ for actual business in prime sixty-day bills, recovering at last to $4 84¾ on a fair inquiry from up-town merchants. Bills as good as prime were done at $4 84½, less 1-32. Sight is comparatively firm at about $4 90. Nominal rates were unchanged—$4 85½ and $4 90½.

Gold opened a shade firmer, on the weakness of our bonds in London. The first sales were at 112, and then 112⅛, the supply being ample at the latter price. There was presently a decline to 112, and about noon to 111⅞, after which the market rallied to 112, 112⅛, and 112 3-16, with even a sale or two at 112¼ late in the day. The final quotation was 112⅛@112¼. The clearings at the Gold Exchange Bank were much larger than usual, reflecting the magnitude of yesterday's dealings, and the large Gold balances paid and received may be taken to indicate in some measure the amount of the realizing sales of which we spoke yesterday. The business to-day has been less active, but it is believed that the same process has been going on to some extent. The high rates charged for gold loans seem to favor the supposition that the bulls have been seeking such market as there was for their holdings, which are still too large for comfort. The market has been somewhat strengthened this afternoon by a report which somebody claimed to have received by cable of an apprehension in London that the bank rate there would be still further advanced to-morrow. The combination in the Gold Room who have been working for an advance are reported to have withdrawn a large amount of gold from use. This action may partly account for the activity in money to-day, as well as for the dearer charges for gold loans. Borrowers paid 1-64 at the first. The later rates were 3 ₱ cent., 1-64, 6, and 7 ₱ cent., and even 1-32 in one instance still in the forenoon; then 7 ₱ cent., 1-64, and down to flat and 1 ₱ cent. for carrying, recovering late in the day to 1-64 again. The actual shipments of specie by to-day's steamers were after all only $561,000. The engagements thus far for to-morrow amount to $350,000 gold coin.

The advices from London quote Consols pretty steady at 91⅝ for money and 92⅛ for the account, both ex-dividend. Our bonds are easier by about ⅛ ₱ cent., old 1865s, 106⅛@106¼, 1867s, 109¼, and 10-40s, 104⅛@104¼. The new Fives are fully ¼ ₱ cent lower at 103, and Erie about ⅝ ₱ cent. higher at 25¼@35⅝, having even sold at 25¾, against 25@25¼, the last quotation of yesterday. The Bank of England lost £12,000 Sterling in bullion on balance; 1862s, in Frankfort, 97¾. French rentes 62f. 80c.@62f. 52½c.

The business in Government bonds to-day was quite active, and almost wholly on domestic account, a small lot of old 1865s imported having been the only exception so far as we heard. The orders from home investors continue to be large; and the transactions, almost entirely at the counters of our great bond houses, were heavier than usual. Quotations do not differ substantially from those of Tuesday, and the market closes firm.

State Stocks are very dull, though slightly firmer for Tennessees. In Railroad Bonds the same general features as last remarked were still observable. The Pacific Railroad mortgages were active at a further advance, which was, however, partly lost at the close.

CLOSING QUOTATIONS—DEC. 2.

	Tuesday.	Wednesday.
U. S. 5-20s, Coupon, 1862	112⅞	113
U. S. 5-20s, Coupon, 1867	120	120
U. S. 5-20s, Coupon, 1881	113	113
American Gold	112	112⅛
Bills on London, 60 days	$4 85	$4 84¾
N. Y. Central and Hudson	101⅞	101½
Harlem	130½	130
Erie	28¼	28
Lake Shore	81⅛	80⅝
Wabash	32	31½
Rock Island	102	101⅞
North-western	46⅝	46⅛
North-western Preferred	62¼	60¾
St. Paul	39⅛	38⅞
St. Paul Preferred	58¾	57¾
Union Pacific	36¼	35¾
Pacific Mail	45⅛	44⅝
Panama	116	116¼
Western Union	81⅞	81⅝
Ohio and Mississippi	33¼	33
C., C. and Indiana Central	10⅜	10¼
New-Jersey Central	107	107
D., L. and Western	..	108¾
Atlantic and Pacific Preferred	16½	16½
Iron Mountain	28	28
Missouri Pacific	47¼	47¼

RANGE OF PRICES TO-DAY.

	Highest.	Lowest.	Shares Sold.
N. Y. C. and Hudson	101⅜	101½	1,004
Erie	28⅝	28	17,400
Lake Shore	81¼	80⅝	25,800
Wabash	32¼	31⅝	13,215
North-western	46⅞	45¾	36,900
North-western Preferred	62½	60½	1,000
Rock Island	102⅜	101⅞	20,315
Milwaukee and St. Paul	40	38⅝	17,025
Mil. and St. Paul Pref.	57¾	57¾	300
Ohio and Mississippi	33⅛	32⅞	6,600
New-Jersey Central	107	107	150
Union Pacific	36⅜	35¾	21,800
C., C. and Indiana Cen.	10¼	10⅛	700
Hannibal and St. Joseph	26½	26¼	900
Han. and St. Joseph Pref.	35	34½	500
Fort Wayne	95⅝	95½	83
Pittsburg	88¾	88½	250
Panama	116¼	116¼	100
D., L. and Western	109	108¾	1,800
Western Union Tel.	82	81½	13,070
Pacific Mail	44⅞	44½	15,575
Adams' Express	114	114	200
American Express	65¾	65¾	19
United States Express	65	65	50
Atlantic Pacific Pref.	16¾	16⅜	2,100
Missouri Pacific	47¼	47¼	400
Iron Mountain	30	28	1,625
Consolidation Coal	48	48	550
Am. Dist. Tel. Co.	41⅛	40⅛	800
Total shares sold			200,231

CLOSING QUOTATIONS OF GOVERNMENT BONDS.

	Offered.	Asked.
U. S. Currency 6s	116¼	116⅜
U. S. 6s, 1881, Registered	116	116¼
U. S. 6s, 1881, Coupons	120⅛	120⅜
U. S. 5-20s, 1862, Registered	112⅞	113
U. S. 5-20s, 1862, Coupons	112⅞	113
U. S. 5-20s, 1864, Registered	114⅛	114¼
U. S. 5-20s, 1864, Coupons	114⅝	114⅞
U. S. 5-20s, 1865, Registered	115⅞	116
U. S. 5-20s, 1865, Coupons	116⅞	117
U. S. 5-20s, 1865, new, Registered	115⅜	115½
U. S. 5-20s, 1865, new, Coupons	118⅞	119⅛
U. S. 5-20s, 1867, Registered	116	116⅛
U. S. 5-20s, 1867, Coupons	119⅞	120
U. S. 5-20s, 1868, Registered	116	116⅛
U. S. 5-20s, 1868, Coupons	119¾	120
U. S. 10-40s, Registered	113¼	113⅜
U. S. 10-40s, Coupons	114	114¼
U. S. 5s, 1881, Registered	113	113⅛
U. S. 5s, 1881, Coupons	113	113⅛
Gold	112⅛	112¼

The following were to-day's bids for the State Securities:

Ark. 6s Funded	20	N. Y. 5s, G. Loan, '75	110
Ark. 7s, L.R. & F.S. iss.	8	N. Y. 5s, G. Loan, '76	110
Ark. 7s, M. & L. R.	8	N. C. 6s, old, J. & J.	23½
Ark. 7s, L.R.P.B. & N.O.	8	N. C. 6s, old, A. & O.	25
Ark. 7s, M. O. & R.R.	8	N. C. 6s, N. C. R., J. & J.	50
Ark. 7s, Ark. C. R.	8		
California 7s	114	N. C. 6s, N. C. R., A. & O.	50
Connecticut 6s	104		
Geo. 7s, new bonds	91	N. C. 6s, N. C. R., C. off, J. & J.	35
Indiana 5s	101		
Illinois coup. 6s, '77	102	N. C. 6s, N. C. R., C. off, A. & O.	35
Illinois coup. 6s, '79	102		
Illinois war loan	102¼	N. C. 6s, F'g Act, '66	16⅜
Kentucky 6s	102	N. C. 6s, F'g Act, '68	16⅜
Mich. 6s, '78-'79	103½	N. C. 6s, new, J. & J.	12½
Mich. 6s, '83	103½	N. C. 6s, new, A. & O.	12½
Mich. 7s, '90	101	Ohio 6s, '75	101½
Missouri 6s, '74	101½	Ohio 6s, '81	105½
Missouri 6s, '75	101½	Ohio 6s, '86	106
Missouri 6s, '76	100½	Rhode Island 6s	104
Missouri 6s, '77	98½	South Carolina 6s	30
Missouri 6s, '78	98½	S. C. 6s, J. & J.	21¼
Missouri 6s, '79	98½	S. C. 6s, A. & O.	21
Missouri 6s, '80	98	S. C. 6s, F'g Act, '66	25
Mo. fund. bds., '94	96½	S. C. 6s, L. C., '89, J. & J.	17
Mo. lg. bds., '81-'91 inc.	98½		
Mo. asy. or univ. '92	95	S. C. 6s, L. C., '89, A. & O.	17
H. & St. Jo., due '75	101½		
H. & St. Jo., due '76	99	S. C. 7s of '88	17
H. & St. Jo., due '86	95	S. C. 7s, non-f'dable	6½
H. & St. Jo., due '87	95	Tenn. 6s, old	75
N. Y. R. B. Loan	108⅝	Tenn. 6s, old, ex C.	55¾
N. Y. C. B. Loan	108⅝	Tenn. 6s, new	75
N. Y. 6s, C. Loan, '75	110	Tenn. 6s, new, ex C.	56½
N. Y. 6s, C. Loan, '77	110	Tenn. 6s, new, n. s.	56¼
N. Y. 6s, C. Loan, '78	110	Va. 6s, old	38
N. Y. 6s, G'd R'd, '87	110	Va. 6s, new, '66	39
N. Y. 6s, G'd Cp., '87	110	Va. 6s, new, '67	38
N. Y. 6s, G. Loan, '83	115	Va. 6s, Consol bs	57
N. H. 6s, G. Loan, '91	115	Va. 6s, ex m'd coup.	54½

And the Railway Mortgages:

Alb. & Susq. 1st b.	107	Buff. & Erie n. bds.	99
Alb. & Susq. 2d b.	101½	Buff. & State L. 7s.	100
Alb. & Susq. 3d b.	98	Kal. & W. P. 1st	85
B., C. R. & M., 1st 7s, g.	50	L. Shore Div. bds.	98½
C. & O. 6s, 1st	51½	L. Shore C. Reg. 1st	100
Ch. & Alton 1st	109	L. Shore C. C. 2d	91
Ch. & Alton inc.	100½	Mar. & Cin. 1st	103½
Joliet & Ch. 1st	107	Mich. C. C. 7s, 1902	99⅞
La. & Mo. 1st g.	83	M. C. 1st 8s, 1882 S.F.	111
St. L., J. & Ch. 1st	97	N. Y. & N. H. 6s	100½
C. B. & Q. 8 p. c. 1st	112½	N. Y. Cen. 6s, '83	98
Ch., R. I. & Pacific	108	N. Y. Cen. 6s, '87	101
C. R. of N. J. 1st, n.	109	N. Y. Cen. 6s, R. E.	97
C. R. of N. J. c. c.	103½	N. Y. Cen. 6s, Sub.	97
Am. D. & Imp. Bds.	101½	N. Y. Cen. 7s, '76	102⅝
M. & St. P. 1st, 8s, P.D.	107½	N. Y. C. & H. 1st C.	112½
M. & St. P. 7s, g., R.D.	84	Hud. R. 7s 2d S.F., '85	108¾
M. & St. P. 1st, LaC.D.	90	Hud. R. 7s 3d, '75	100
M. & St. P. 1st, I. & M. D.	78	Har. 1st 7s C.	107½
M. & St. P. 1st, I. & D.	73½	Har. 1st 7s R.	107½
M. & St. P. 1st, H. & D.	74	North Mo. 1st	84
M. & St. P. 1st, C. & M.	80	Ohio & Miss. C. S. F.	97½
M. & St. Paul 1st	75	Ohio & Miss. Con.	95¾
Ch. & N. W. S. F., int. b.	96⅛	Ohio & Miss. 2d C.	80
Ch. & N. W. 1st	97½	Central Pacific G. B.	96⅝
Ch. & N. W. C. G. b.	81	Cen. Pac. State A. B.	106
Iowa Mid. 1st, 8s	83	Western Pacific B.	86
Gal. & Chic. Ext'd.	104	Union Pacific 1st B.	93
Gal. & Chic. 2d.	100	Union P. L. G. 7's	88
Win. & St. Peters 1st.	70	Union P. In. past due	90
C., C., C. & I. 1st 7s. S.F.	104	Union Pacific S. F.	76⅜
Del., L. & W. 1st	101	Pac. R. of Mo. 1st	88
Del., L. & W. 7s, Conv.	105½	P. R. of M. 1st C. B.	70
Morris & Essex 1st	108	P. R. of Mo. 2d	79⅞
Morris & Essex 2d	103	P. R. 7's g'd by Mo.	101
Mor. & Es. Bds., 1900	94	Pitts., F. W. & C. 2d	104
Mor. & Es. Const.	94	Cleve. & P. C. S. F.	101½
Mor. & Es. 7s, '71	99	Cleve. & Pitts. C. 3d	100¾
Erie 2d 7s, '79	100	Cleve. & P. C. 4th	95
Erie 4th 7s, '80	97	Col., Chic. & Ind. 1st	68½
Erie 5th 7s, '88	95	Col., Chic. & Ind. 2d	27
H. & St. Jos. L. G.	103	St. L. & Iron Mt. 1st	91
H. & St. J. 8s, Conv.	88	Tol., Peo. & W. E. D.	80½
Ill. C. 7 ₱ c., '75	101	Tol., Peo. & W. 2d	40
Cedar F. & Minn. 1st	83	Tol., P. & W. C. 7's	40
Ind., B. & W. 1st	40	Tol. & W. 1st Ex.	92
Mich. So. 7 ₱ c. 2d	100	Tol. & W. 1st St. L. div.	74¾
M. So. & N. I. S. F. 7 ₱ c.	104½	Tol. & W. 2d	73
Clev. & Tol. S. F.	104½	Gt. Western 1st, 1888	89
Clev., P. & A. n. b.	99	Gt. Western 2d, 1893	68¼
Det., M. & T. bds.	99		

UNITED STATES TREASURY,
NEW-YORK, Dec. 2, 1874.

Gold receipts	$385,225 48
Gold payments	894,768 24
Gold balances	54,188,697 53
Currency receipts	905,331 31
Currency payments	1,732,364 58
Currency balances	48,063,334 32
Customs	177,000 00
Cancelled coin certificates sent to Washington	769,700 00

The Sub-Treasury paid out to-day $69,000 in gold for interest, and $800,000 in redemption of called bonds. Customs receipts at Washington for the week ending Nov. 28, $2,250,000. The following shows the day's business at the Gold Exchange Bank:

Gold cleared	$75,405,000
Gold balances	4,988,697
Currency balances	5,875,339

And at the Clearing-house:

Currency exchanges	$94,461,493
Currency balances	4,657,003
Gold exchanges	6,706,294
Gold balances	1,305,169

The earnings of the Michigan Central Railroad Company for the first week of November are reported at $132,859, against $114,034 for same week last year—a gain of $18,825.

BANKING AND FINANCIAL.

☞ CHOICE INVESTMENT.

The undersigned desires a purchaser for four notes of the Yale Lock Manufacturing Company, (Stamford, Conn.,) running respectively 24, 30, 36, and 42 months from 19th August, 1873, aggregating forty-six hundred eighty-one and 4-100 dollars, ($4,681 04). Address
JAMES B. FLOYD,
No. 168 La Salle st., Chicago, Ill.

FOREIGN MARKETS.

LONDON, Dec. 2—12:30 P. M.—Consols for money, 91½@91⅝, ex interest. United States Bonds, 1867s, 109¼; new 5s, 103. Erie Railway Shares, 25@25¼.

2:30 P. M.—Erie Railway Shares, 24¾@25.

5 P. M.—The amount of bullion withdrawn from the Bank of England on balance to-day is £12,000. Erie Railway Shares, 25½. Paris dispatches quote Rentes at 62f. 52½c.

FRANKFORT, Dec. 2.—United States 5-20 Bonds, 1862s, 97¾.

LIVERPOOL, Dec. 2—12:30 P. M.—Cotton—The market is steady; Middling Uplands, 7⅝d.; Middling Orleans, 8⅛d.; sales, 14,000 bales, including 2,000 bales taken for speculation and export. Sales on the basis of Middling Uplands, nothing below Low Middling, shipped November, at 7½d.

1:30 P. M.—Cotton to arrive is firmer; sales on the basis of Middling Uplands, nothing below Low Middling, shipped November and December, at 7½d.; do., do., shipped January and February, at 7⅝d.; do., do., deliverable January and February, at 7½d.; sales on the basis of Middling Orleans, nothing below Low Middling, shipped November and December, at 7 11-16d.; do., do.; shipped December and January, at 7¾d.

2:30 P. M.—Cotton—Of the sales to-day 7,700 bales were American. Breadstuffs—The market is quiet; Corn, 39s.@39s. 3d. ₱ quarter. Provisions—Lard, 68s. 6d. ₱ cwt. Bacon, 54s. ₱ cwt. for Long Clear Middles.

5 P. M.—Cotton.—Sales on the basis of Middling Uplands, nothing below good Ordinary, shipped December and January at 7½d.; do. nothing below Low Middling, deliverable February and March, at 7½d. Provisions—Lard 68s. ₱ cwt. Produce—Refined Petroleum 8½d.@9¼d. ₱ gallon.

Evening.—Common Resin 5s. 9d. ₱ cwt. Linseed-oil 26s. ₱ cwt. Spirits Turpentine 25s. ₱ cwt.

LONDON, Dec. 2.—Refined Petroleum 8½d. ₱ gallon.

Evening.—Linseed-oil 24s. 6d. ₱ cwt. Spirits Turpentine 25s. ₱ cwt.

BOSTON WOOL MARKET.

BOSTON, Mass., Dec. 2.—Quite an active demand has sprung up for fine and desirable lots of Fleece Wool, and the transactions of the week promise to be quite large. Manufacturers are evidently short of stock. They are compelled to purchase from week to week or stop, and holders feel that all the Wool they have on hand will be wanted. Some large mills are looking around for fine Fleeces, and have been for some weeks past trying to bear down the market 1c.@2c. ₱ ℔. Holders feel that their position is a strong one for Fleece Wool, and concessions are now out of the question. The sales of Ohio and Pennsylvania Fleeces have been to some extent at 52½c.@56c., including choice lots of XX. and light No. 1 Fleeces at 55c.@56c. Michigan Fleeces range from 49c.@51c., and fine and Western Fleeces continue in demand at 55c.@62½c. ₱ ℔., and desirable lots are now quite scarce. Pulled Wools continue to arrive quite freely, and are in moderate demand at prices ranging from 35c.@55c. ₱ ℔. for common and choice, the latter price for the best Eastern Superfine. California Wool has been quiet and without movement of importance.

JOE COBURN'S CAR-HOOK ASSAULT.

The case of "Joe" Coburn, the pugilist, indicted for assaulting a Third avenue car conductor named Joseph Clougher with a car-hook, was on the calendar of the Court of General Sessions yesterday. Counsel for Coburn moved for the discharge of his client's bail, and produced a certificate to the effect that the complainant had left for parts unknown. District Attorney Nolan said he had no doubt that strenuous efforts had been made by Coburn to spirit away the complainant beyond the jurisdiction of the court. He nevertheless opposed the motion to discharge the defendant's bail until all efforts to discover the complainant had been exhausted by the District Attorney's office. Judge Sutherland denied the motion to discharge Coburn's bail.

MARK LANIGAN'S AWNINGS.

Mark Lanigan, as he claims, furnished the City with awnings of the value of $10,000. The Board of Supervisors audited the bill at the full amount, but Auditor Earle allowed but $6,000. Lanigan brought suit for what he claimed to be the balance, he having received $6,000. An answer was put in to the effect that the $6,000 paid had been received in full satisfaction. To this answer a demurrer was put in, and was yesterday overruled by Judge Robinson.

The New-York Times.

NEW-YORK, THURSDAY, DEC. 3, 1874.

AMUSEMENTS THIS EVENING.

WALLACK'S THEATRE.—THE SHAUGRAUN.—Mr. J. H. Montague, Mr. Dion Boucicault, Miss Ada Dyas.

FIFTH AVENUE THEATRE.—THE HEART OF MID-LOTHIAN.—Mr. Louis James, Mr. Charles Fisher, Mr. James Lewis, Miss Fanny Davenport.

UNION SQUARE THEATRE.—JANE EYRE.—Miss Charlotte Thompson, Miss Fanny Morant, Mr. M. Raukin.

PARK THEATRE.—THE GILDED AGE.—Mr. John T. Raymond, Miss Gertrude Kellogg.

BOOTH'S THEATRE.—RED TAPE—THE WIDOW HUNT—Mr. John S. Clarke.

GRAND OPERA-HOUSE.—BLACK CROOK.—Miss Emma Weathersby, Mrs. A. K. Bowler, Mr. Atkins.

OLYMPIC THEATRE.—VAUDEVILLE AND VARIETY ENTERTAINMENT.

LYCEUM THEATRE.—LE GRAND DUCHESSE—(Opera Bouffe)—Miss Emily Soldene.

BOWERY THEATRE.—IDLEWILD—PO-CO-HON-TAS—WAR DANCES, &C.

BARNUM'S ROMAN HIPPODROME.—EQUESTRIANISM, ATHLETICS—MENAGERIE—MUSEUM—Open afternoon and evening.

WOOD'S MUSEUM.—DRAMATIC PERFORMANCE afternoon and evening. Curiosities.

ASSOCIATION HALL.—DRAMATIC READINGS by Mr. Charles Roberts, Jr. 11:30 A. M.—LECTURE by Mr. George Vandenhoff—"King John."

BRYANT'S OPERA-HOUSE.—MINSTRELSY—NEGRO DELINEATIONS, &C.—Mr. Bryant, Mr. Seymour.

SAN FRANCISCO MINSTRELS.—MINSTRELSY and NEGRO COMICALITIES—Messrs. Birch, Wambold, and Backus.

METROPOLITAN THEATRE. — VARIETY ENTERTAINMENT.

TERRACE GARDEN THEATRE.—VARIETY ENTERTAINMENT.

THE NEW-YORK TIMES.

THE NEW-YORK TIMES is the best family paper published; it contains the latest news and correspondence. It is free from all objectionable advertisements and reports, and may be safely admitted to every domestic circle. The disgraceful announcements of quacks and medical pretenders, which pollute so many newspapers of the day, are not admitted into the columns of THE TIMES on any terms.

TERMS TO MAIL SUBSCRIBERS.

We beg to state that Postage will be paid at this office, free, on all Editions of THE TIMES *sent to Subscribers, under the new Law to take effect on the 1st of January,* 1875.

The DAILY TIMES, per annum, including the Sunday Edition	$12
The DAILY TIMES, per annum, exclusive of the Sunday Edition	10
The Sunday Edition, per annum	2
The SEMI-WEEKLY TIMES, per annum	3
The WEEKLY TIMES, per annum	2

CLUB RATES OF THE WEEKLY.

FIVE COPIES	(per annum)	$7 50
TEN COPIES	(per annum)	12 50
TWENTY COPIES	(per annum)	22 00
THIRTY COPIES	(per annum)	30 00

AND ONE EXTRA COPY TO EACH CLUB.

For every club of fifty, one copy of THE SEMI-WEEKLY TIMES to the getter-up of the club.

CLUB RATES OF THE SEMI-WEEKLY TIMES.

Two copies, one year	$5
Ten copies, one year, (and one extra copy free,)	25

New names may be added to clubs at any time during the year, at club rates.

THE SEMI-WEEKLY and WEEKLY mailed one year to clergymen at the lowest rates.

These prices are invariable. We have no traveling agents. Remit in drafts on New-York or Post Office Money Orders, if possible, and where neither of these can be procured send the money in a *registered* letter.

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☞For the accommodation of east-side advertisers, advertisements for insertion in THE TIMES will be received at the East-side Advertising Office, No. 504 3d av., corner 34th st., Third Avenue Railroad Building, at the same rates as are charged at the office of publication.

NOTICE.

We cannot notice anonymous communications. In all cases we require the writer's name and address, not for publication, but as a guarantee of good faith.

We cannot, under any circumstances, return rejected communications, nor can we undertake to preserve manuscripts.

THE TIMES FREE OF POSTAGE.

We beg to state that Postage will be paid at this office, free, on all Editions of THE TIMES *sent to Subscribers, under the new Law to take effect on the 1st of January,* 1875.

The first attempt to secure the release of W. M. TWEED has broken down, but the decision of Judge BARRETT in no way affects the question as to the legality of the sentence, or series of sentences, pronounced by Judge DAVIS. Consequently, the lawyers will doubtless renew their efforts to bring the main question before the courts, and the associates of TWEED in his government of the City, will doubtless watch the proceedings with interest. In much that has taken place in reference to the Tammany affair, both before and after TWEED'S conviction, TWEED himself really plays a small part. Something more important than a "Ring," however powerful that may be, is on its trial.

The managers of the *Herald* seem to be determined to go heavily into the hoax line of business. The escape of the wild animals could not have answered their purpose very well, but, nothing daunted, they produced last night a sensation story to the effect that TWEED had escaped. No doubt they sold some thousands of copies of their paper, but how long can such a game as this be expected to pay? It would utterly destroy most papers, and even the readers of the *Herald* and the *Telegram* cannot like to be imposed upon by Bohemian inventions day after day. When Mr. STANLEY reported to the *Herald* that he had discovered Dr. LIVINGSTONE, nobody believed it. We were the first to defend Mr. STANLEY from the imputation of having palmed off a "bogus" story upon the public. Can the *Herald* wonder that even its well-founded news should be received with suspicion when it constantly plays such tricks upon the public as that of the "wild animals" and the "escape of TWEED"?

So far as we can make out, the chief points in dispute in the controversy now going on in reference to the Pacific Mail Company are these: How much did the company pay to secure the act of Congress giving it its subsidy? Some people say it was a million; some more, some less. It appears to be a fact beyond dispute that lobbying the bill through Congress *did* cost a large sum of money. In what way is this sum entered upon the books? There was an investigating committee in reference to this subsidy, but Mr. STOCKWELL and others could not be found, and the evidence which was taken is still carefully hidden away somewhere or other. A few days ago the company sold 6,000 shares of its own stock at 44¼, although it has been held by counsel that the Directors had no right to sell stock belonging to the company below par. It is said that speculations of this kind caused a great clamor at the meeting of the Directors yesterday, and that a good deal of alarm was expressed as to the consequences. All these things look very strange, and we should think that the present demands for explanations ought to be met by the Directors. If there is nothing wrong, why not say so and prove it? Otherwise, the Pacific Mail is likely soon to be ranked with Erie, as a purely "speculative stock;" and people know what that means.

In spite of the abundant harvest in England, the Board of Trade returns up to the end of October show no diminution in the imports of wheat and wheat flour. This is true in regard to the two months, September and October, whose returns might be expected to show the immediate operation of the abundance of home-grown wheat, and it is also true in regard to the first ten months of the year, which the prospect as well as the realized fact of abundance might have affected. In round numbers, there were imported into the United Kingdom, for the ten months ending Oct. 31, thirty-five and a half millions of hundredweights of wheat, against thirty-five and a quarter millions for the corresponding period of last year. The value of this year's import of wheat was three and a quarter millions of dollars less than the value of the smaller quantity imported last year. In 1873 the United States contributed about forty-two per cent. of the total imports of wheat for the ten months. In 1874 the proportion had risen to fifty-eight per cent., or a net increase of over five millions of hundredweights in quantity and about fifteen millions of dollars in value. The British imports of wheat flour from the United States have nearly trebled in quantity, being close upon three millions of hundredweights in 1874, against a little over one million in 1873.

Supervising Architect MULLETT takes occasion in his report to define his position in regard to the Eight-hour law. His last recommendations on this subject were based on certain data concerning the practical operation of the law, and secured for Mr. MULLETT a good deal of abuse from the promoters of labor agitation. In the report now issued he grounds his opposition to the law solely on the fact that it makes the mechanics and laborers employed directly by the Government, a favored class, and thus tends to produce dissatisfaction among those employed by private contractors for Government work. As the latter constitute fully nine-tenths of those engaged in performing work or producing material for the Government, and, as the extension of eight-hour privileges to them is less likely to-day than it has been for some time, the reason is a very cogent one for the repeal of the law.

Now and then there is a bit of cheering intelligence from South Carolina. The Conservatives have expressed their belief that if the action which the House of Representatives of the State has already taken on "several important measures means anything, it means practical reform." But they still hesitate to take it as an indication of the future policy of the majority. Gov. CHAMBERLAIN'S inaugural message seems to have given considerable encouragement to the belief that a new era of honest government is arriving. Retrenchment has been begun in earnest by the legislators, who have distinguished themselves by cutting down the enormous printing bills which have been inseparable from the sessions since reconstruction. Meantime, Charleston continues to prosper, her business increasing daily with a rapidity really astonishing. The clearances on Saturday last from the port amounted to nearly a million dollars, and the receipts of cotton there this year will be immensely larger than last year.

Among the propositions submitted to the Cheap Transportation Convention at Richmond yesterday was one favoring Government aid to the Texas Pacific Railroad. We are told by the author of the proposition that this road is 500 miles shorter than any other, and that it possesses other advantages too numerous to recount here. The Suez Canal having been built, the only hope of America's ever possessing the trade of the Asiatic millions—more than half the population of the earth—lies in speedily loaning or giving the people's money to the Texas Pacific Railroad Company to complete their line. This is a truly formidable statement, and presents considerations of the most magnificent proportions to Congress. But the arguments somehow seem very familiar, not to say stale. We have some recollection of Congress wrestling with this problem once before, and the Union Pacific and Northern Pacific Roads were a part of the result. It is rather discouraging to think that all we have done has been in vain, and that the commerce of the country is still in peril unless we again put our hands in our pockets and deal out their contents to the gentlemen who run the Texas Pacific job.

The message of Gov. KEMPER to the Legislature of Virginia, which met in Richmond yesterday, alludes forcibly to the fact that no single collision between the races or opposing parties has interrupted the general peace of the Old Dominion during the year, although the political contests have been very exciting. But he finds that while politically the State is in reasonably good condition, the material interests of many sections are profoundly depressed. Agriculture has, as in previous years, in a great number of cases been very poorly rewarded, while what are called the special taxes laid by the Federal Government upon many of the leading industries, obstruct any rapid progress toward prosperity. The Governor thinks that the recent conference with the bondholders interested in the State debt has done much to vindicate the integrity of Virginia, and he plainly states that the Commonwealth has now reached the crisis of its fortunes, and must no longer postpone the task of "grappling with the financial problem." The Legislature is earnestly invited to devote its immediate attention to the successful settlement of the public indebtedness. The message also recommends a considerable reform in the plan of State taxation; a ruinous and absurd method for providing a "constitutional State currency"; measures for promoting immigration, and the completion of the water-line between the James and the Ohio Rivers.

GOVERNMENT RAILWAYS AND CANALS.

Two classes will besiege Congress during the approaching session for direct Government action in one way or another to secure cheap transportation for cereal products from the West to the sea-board. One of those classes embraces the schemers, who expect to derive personal profit from the proposed action of Congress. The other is made up of the enthusiasts, who are mostly riding a hobby. It is not probable, so far as the temper of Congress can now be judged, that either class will receive a great deal of attention this session, and neither should. The session will be short. There will be plenty of routine business to attend to. The Appropriation bills will have to be narrowly watched, and cut down to the lowest practicable point. A batch of questions will present themselves in connection with the South. And, if after this pressure shall have been disposed of, there is any time for general legislation, the financial question will doubtless be found to be of considerably more importance than the question of Government railroads or canals.

So far as the general improvement of the natural water ways of the country is concerned, there is a long line of precedents, and there are some excellent arguments in favor of it. This policy has already been followed by successive Congresses for many years, and within reasonable limits we do not suppose there would be much opposition to it from any source. But when it is proposed that Congress shall authorize the construction by the Government, or under Government control, of freight railways, or of extensive canals, we are called upon to consider a very different question. A paper, very elaborate and, granting the premises, logical and forcible enough, was read yesterday in the Cheap Transportation Convention at Richmond, on this subject, and our readers will find it in our columns this morning. It is by Mr. SOUTHALL, of Virginia, and undertakes to refute the arguments in favor of a Government freight railway, and to establish those in favor of a Government canal across the Alleghanies, connecting the waters of the Kanawha with those of the James. In the first part of his undertaking, Mr. SOUTHALL does not experience much difficulty. The arguments for a Government freight railway can easily be matched by better arguments of the same sort in favor of a Government canal. If it be a choice of two evils, there is not much doubt that the canal is the least. But it is curious that the authors of both schemes do not see that the strongest inducements they can hold out to the Government to engage in this sort of enterprise are counterbalanced by the fatal incapacity of the Government to carry on such undertakings. It is also strange that they do not see that if there are any advantages in the projects they are urging over the routes now employed, private capital is quite equal to availing itself of them. Take, for instance, the Kanawha Canal. Mr. SOUTHALL says that this route is shorter from St. Louis or Cincinnati by 220 miles, from Louisville by 500 miles, from Kansas City by 1,750 miles. The canal will be open eleven months in each year. It would not cost more than $60,000,000—one-half the cost of the Erie Railway. It would not require more than $1,000,000 annually to keep it in repair. It could save thirty-six cents out of forty-nine cents on every bushel of wheat from the Mississippi to the sea-board, and with a tonnage of 10,000,000 would save twice its total cost in one year.

Obviously such an enterprise would be more valuable to a corporation that should undertake it than a dozen paying gold mines. There is a margin of 200 per cent. per annum on which to work. A corporation owning or controlling the canal could bid defiance to competition, and while carrying goods at one-half the railroad rates, could still net a profit of a hundred per cent. The obvious comment on the whole scheme is, that its authors have immensely overrated its advantages. We do not need to go into details about the cost of transportation on the Erie Canal, &c., to see this. It is enough to note that if the Kanawha and James River Canal offered any such stupendous advantages, in a practical form, it would have been built before now by corporate capital. Mr. GARRETT and Mr. SCOTT and Mr. VANDERBILT are silent but convincing witnesses against the scheme.

And the extreme assumptions of Mr. SOUTHALL'S paper—made, as we are sure they are, in good faith—throw a great deal of light on the radical vice of all these propositions to engage the Federal Government in the transportation business. That vice lies in the certain inaccuracy and insufficiency of the examination of the facts on which Congress is asked to take action, and these faults arise from the absence in the minds of the authors of the schemes of the stimulus and check of self-interest. When men are about to stake money on the correctness of their judgment, they take a very different view of an enterprise from the one they take when they ask the Government to stake money on it. They may be equally honest in the latter instance and in the former, but their minds do not act in the same way, and the unfortunate tax-payers suffer for their errors. Government participation in business is always wasteful and generally bungling, and it must be especially so under our system, which affords little training of public servants, a lax sense of responsibility, a brief tenure of office, and frequent changes in the Legislature. It may be set down as a safe maxim to guide the conduct of Congress in regard to all schemes for Government railways and canals, that in what the energy, ambition, and foresight of our capitalists cannot accomplish, the Government is not likely to succeed.

PRINCE BISMARCK'S PUZZLE.

The German Parliament always manages to get into a passion whenever the question of the provinces conquered from France comes up. There are many ways in which this subject, which a foreigner might naturally expect all Germans to agree upon, excites great warmth of feeling. There are yet in Germany a few persons who consider that the two provinces of Alsace and Lorraine might as well have been left in the hands of the French as to have been bought at such a terrible price of blood as they finally cost, and to become a standing menace, as they actually are, to the peace of all Europe. There are many who see in the measures taken for the Germanization of those provinces only the beginning of a series of hopeless manœuvres, which will at last lead to fresh discontent, expressed in the shape of open hostility, sympathized with and sustained by the French. Yet most Germans are agreed on the necessity of a policy which shall check the aggressive part now played by the adherents of the Ultramontane Church in Alsace-Lorraine. They find that the good brethren who swear eternal allegiance to Rome, and undying hatred to VICTOR EMMANUEL, have established regular strongholds in Strasbourg and other principal towns of the annexed provinces, and that considerable diplomacy, as well as much cunning, are required to oust them.

The "imperial interests," of which Prince BISMARCK spoke so passionately in the Parliament, on Monday, are certainly influenced by the conduct of affairs in Alsace and Lorraine. The German Empire rose, so to speak, on the ruins of French autonomy; it was really founded on the bloody field of Sedan, and consecrated in the palace at Versailles, where Gallic monarchs had long taken their pleasures and concentrated their luxury. The "Empire," as represented by the stout henchman and manager of foreign affairs, BISMARCK, has felt it a prime necessity ever since the close of the last great war in Europe to pacify the inhabitants of Alsace and Lorraine at the same time that it won them to itself. This has undoubtedly been the most difficult and poorly-recompensed task that the great Chancellor has undertaken, and he has met with but indifferent success. He has been surrounded with wily enemies; men almost his equals in sagacity, and, above all, in the science of conspiracy; men who have toiled unceasingly to bring his efforts and those of his coadjutors to naught, and who have accomplished much in opposition to the "imperial German policy." These men have had, too, a strong ally in the affection felt for them by the Catholic populations of the provinces so violently seized away from France; and to that affection they have known how to appeal to good advantage, for the cause of their Church, whenever German troops have broken up one of their religious communities, or bidden the brethren in some convent or school make their way over the border to the sympathetic Gauls as soon as possible. Even those Frenchmen, and the Franco-German population in both provinces who are not blindly Catholic, have been touched by what seems to them an unselfish devotion on the part of the priesthood to the cause of France, and are, therefore, more than usually inclined to resent any measures, on the part of the German Empire, looking to a lessening of the local authority of that Church.

Altogether BISMARCK finds Alsace-Lorraine a difficult puzzle. He does not hesitate to admit that trouble to the peace of Europe may arise from the relations of these provinces to the new Germanic Empire. But, while he would probably be one of the most unwilling of all men to see an armed contest spring up just at this present juncture, he does not seem inclined to make many concessions in order to avoid it. "Here," he says, in substance, "are the imperial interests. I propose to serve them, no matter what happens. Ten thousand inimical Ultramontane conspiracies, and scores of hostile Deputies, could not frighten me into swerving a hair from the course which I have marked out. If imperial and ecclesiastical interests clash, then let the Church of Rome look to herself." And he says words to this effect, with exactly the same nonchalant yet significant air that he exhibited when he pulled off his coat, and sat down before the punctilious Austrian Ambassador in his shirt-sleeves, to show that individual that Prussia was afraid of neither him nor his opinions.

The Chancellor is resolute, and his words are weighty, but he is, nevertheless, much in doubt exactly how to act. He is like one marching in the dark, conscious that enemies are round about him, and expecting a blow from any quarter. He cannot tell how soon the inhabitants of Alsace and Lorraine may be called upon to testify anew that passionate love for France of which they have so often, since the events of 1871, given evidence; and he feels it necessary to do as much Germanizing as possible among them in the near present. Just now, the careful upbuilding of a thorough system of German education in the provinces is the object on which his attention is bent; but he is strenuously opposed by Mother Church, and by the Alsacians and Lorrainers, who do not feel inclined to welcome German Professors, or to sit under the instruction of men for whose political views and convictions they have an intense hatred, strengthened by personal prejudice. The Deputies to the German Parliament from the recently annexed provinces never lose a chance to utter something rebellious against the Teutonic policy, and BISMARCK himself admits that their attitude has opened his eyes in some degree to the difficulty of at once pacifying and Germanizing Alsace and Lorraine. But he shows the real Prussian spirit when he expresses his determination to accomplish his object in the face of and in defiance of all obstacles. "They shall be German—these new citizens—or there will be a fight," is the thought which runs though his mind, and, conscious of strength, he seems almost to invite the issue of battle.

PREPAYMENT IN CARS AND OMNIBUSES.

Our street railway companies are not benevolent institutions; and, indeed, it must be admitted that they do not profess to be so. Rather do they, in sundry and divers ways, make it known to the citizen, whose occasions compel him to move from place to place by their aid, that their object is to receive and not to give; indeed, that it is to receive a great deal and give for it as little as possible. That, no doubt, is, more or less, the way in which all business is done; but the peculiarity in the case of railway companies is that, being almost always monopolies to all intents and purposes, the advantages are all on one side, which it need hardly be said is not the side of the passenger, whose privileges are confined to the inestimable alternative of traveling as the company pleases he shall travel, or letting it alone entirely. Some of our City companies, not satisfied with the introduction of the bell punch, have recently issued and posted up orders that fares are to be paid immediately upon the passengers entering the car. This has long been required in omnibuses, but in street cars it is a step in advance; and it is taken just at the time when its injustice is most flagrant. Prepayment may be asked with reason in certain cases, particularly before the delivery of trifling and perishable articles, or for small rents under certain circumstances. But in all such cases the person prepaying has security for performance or redress. It is a tangible thing that he buys, or a place that he occupies; and if the person who receives his money does not, through accident or design, fulfill his part of the contract, the receipt is evidence against him; he must perform his undertaking or return the money.

This condition of prepayment also obtains in regard to railway traveling from place to place; for in that case the passenger receives a ticket, which is evidence of his claim against the company. If he is not carried according to their contract on one day, he must be so carried on some other when it suits his convenience, or his fare must be repaid. For the beautiful little contrivance, "good for this day only," by putting which on their tickets the companies have sought relief against their liabilities, has been brushed aside by the courts, with other cobwebs. But in a street railway car, or in an omnibus, there is no such security. The fare is paid, and there is an end. Indeed, if a conductor or a driver is forgetful, or chooses to be suspicious and surly, a passenger who has paid his fare may have difficulty in establishing the fact. There are few of us who have not been witnesses of more than one angry altercation upon this point, in which the passenger sometimes was wrong, but sometimes the conductor. The City passenger has no evidence of his claim for the performance of the service for which he has paid his money. It is perhaps impossible, or at least practically inconvenient, to give him any such evidence. But all the more should he be protected against such exaction as this new prepayment on entering the car or omnibus. For cars and omnibuses, and their horses, break down; they are stopped by fires, by snow, by accidents to other vehicles, and what not; and this happens not infrequently soon after the start, and of course is likely to happen at any time directly after a passenger has entered. All of us have suffered in this way, more or less; and two cases have come to our knowledge in which two omnibuses met with accidents, which, although nothing serious, prevented their going on, and a gentleman was obliged to pay three fares to reach his home not far up town.

Now, under the old system, fares could be returned in case of accident or delay; and we have heard of an isolated and amazing case in which a conductor, who saw that his car could not move for ten minutes or a quarter of an hour, actually took out five cents and returned it to a passenger who got in before the stoppage occurred, and who could not suffer the delay. But that conductor was a curiosity, and, could his identity be established, a grateful and admiring community would surely take some public measures to exempt him from wearing the bell punch for the term of his conductorship. Whether the railway companies would join in the approval, is, perhaps, more than doubtful. Now, however, the possibility of returning fares under any circumstances whatever is at an end. In cars the passenger pays on entering, and the fatal punch records the payment, and makes the conductor responsible for the fare; in omnibuses, he drops his ten cents into that mysterious machine, and sees it flicker through funnels and traps out of his reach, and out of the driver's. The traces may break, or some other accident happen the next minute, and there is no remedy. The railway or the omnibus company has his money, and he has nothing, and the chance of nothing but to pay his money over again or to walk home. Now, under the previous system, when a conductor could return a fare, if he would, and if he dared do so, payment was required only at certain stages of the journey. At passing certain streets the conductor made his collection; and this, if the stages are sufficiently remote, is a proper enough way of doing the business of city transportation. If a passenger has been carried half a mile or so toward his destination, there is no particular hardship in his losing a fraction of his fare in case of accident. But if a man has paid ten cents to be carried from Wall street to Madison square, and the omnibus breaks down at the City Hall, to empty that man into the street and walk off with his money is a piece of petty swindling. Petty it is we admit; and many people will say as to this question, it is only five or ten cents, and what is the good of troubling ourselves about it? But it is just by imposing upon the public in these petty ways that these monopolies grow great and insolent, and finally do much as they please in Albany as well as elsewhere. There is nothing more needed among our people than the disposition to fight over even five or ten cents when it is wrongfully extorted.

FISH CULTURE.

That portion of the report of Prof. BAIRD, the United States Fish Commissioner, which we published on Tuesday last, contained a good deal of valuable information upon a subject which, we are glad to notice, grows more and more interesting to the newspaper reader every day. Prof. BAIRD'S description of the progress of the science from the fifteenth to the nineteenth century cannot fail to attract general attention. In the fifteenth century, the process of fish culture was very tedious. Trout were kept in a gentle current of water until the discharge of the ova and the fertilization by the milt of the male had taken place. The eggs were then removed to long wooden boxes, the bottoms of which were prepared with sand-beds, and wickered at the ends and tops. Lieut. JACOBI, of Hoenhausen, demonstrated by experiments that there was no necessity for permitting the fish to discharge the ova in the natural way. Prof. BAIRD says:

> "The methods of JACOBI, and his results, seemed for many years to have passed into oblivion, although various experiments were made for some time after, in one country or another, looking more particularly toward the increase of the salmon and the trout. No material progress seems to have been made, however, until the time of JOSEPH REMY, a simple fisherman of Bresse, a village in the Vosges, who, by his own ingenuity, discovered the general theory of artificial fecundation, and again carried into effect, but much more efficiently, the methods of JACOBI."

The French Government finally became interested in the subject, and caused the erection of suitable buildings on the Rhine for the cultivation of fish on an extensive scale. By the fortunes of war, this establishment has fallen into the hands of the Germans. In most of the European countries, fish-culture in some form is now prosecuted. In reference to the statement made some time ago in a letter to this journal by an ex-United States Consul, that the Chinese had been the earliest to practice pisciculture, Prof. BAIRD takes occasion to say that if by pisciculture is meant "the artificial fecundation of fishes and the raising of them in limited spaces, the assertion cannot be sustained." The Professor admits, however, that the Chinese had for a longer period shown more ingenuity than any other nation in securing the fertilized eggs of fishes—after they had been already deposited—in rearing the young, and in stocking waters with the most approved varieties. For the United States he claims the fullest development of the art of pisciculture, "both as to the perfection of its methods and the extent of its operation." Rev. Dr. JOHN BACHMAN, of Charleston, S. C., receives the credit of having, in 1804, at the age of fourteen years, hatched the eggs of trout and other fishes that he had impregnated by artificial means.

Prof. BAIRD acknowledges that the American Fish Culturists' Association took the first step which resulted in the recognition by Congress of the national importance of fish-culture. The appropriations which have since been made for the introduction of shad into the waters of the Pacific and Gulf States and the Mississippi Valley have been sufficiently large to enable the United States Fish Commission to do a considerable amount of valuable work. The importance of increasing the supply of the best varieties of food-fish is now conceded in nearly every State in the Union. Prof. BAIRD'S description of the habits of anadromous fishes, among which he enumerates as the best known, the shad, the fresh-water herring, the salmon, the smelt, "and probably the striped bass," is also very attractive. He has furnished evidence to prove that the young of these fish, after having spent one or two years feeding on minute organisms in the rivers where they have been spawned, go down to the sea and remain, the shad until they have attained a weight of from three to five pounds, and the salmon from nine to twelve pounds. Then they return to their birth-place. Persons who were incredulous regarding this instinct had an opportunity in 1870 to see "schools of shad in immense numbers in Long Island Sound, all making their way to the Connecticut River, where the experiment of artificial propagation of shad had been made three years previously on a very large scale." The decrease of this fish in the South, he tells us, has been due to the wholesale manner of catching it on the way to the spawning ground. After the great rivers and lakes have been properly stocked, Prof. BAIRD thinks that adequate legislation will then only be needed in order that fish going up from the sea in the season may be protected until they have fulfilled their natural functions. Considering the strides that have been made in the work of popularizing fish-culture in this country during the past five years, we think that there is no occasion to fear that the interest in it will be any less in the future. In time, all, the States will have fishery laws sufficiently stringent to suit the ideas of Prof. BAIRD and sufficiently harmonious to make it impossible for fish captured illegally in one to be sold in another without danger of prosecution.

AMUSEMENTS.

NOTES OF THE DAY.

Mlle. Heilbron's first matinée may be attended at Steinway Hall this afternoon....Mr. Roberts is to give the last reading of his series at Association Hall this evening....A succession of popular concerts will be given in Association Hall, Saturdays, the first occurring day after to-morrow, when Misses Thursby and Bulkley, and Messrs. Baird, W. F. Mills, and H. E. Browne are to be the artists.... "The Hunchback" was performed for the benefit of the St. John's Guild at the Union Square Theatre, yesterday afternoon, by the Charity Amateur Dramatic Association. Mrs. Shook repeated on this occasion her portrayal of *Julia*—a finished and impressive effort which would do credit to an artist of rank—and the promise of the representation and its worthy object having brought together a very large audience, all was for the best.

THE WISCONSIN SENATORSHIP.

LETTER FROM SENATOR HOWE ON THE PROMINENT CANDIDATES.

MILWAUKEE, Wis., Dec. 2.—In reply to a request from prominent citizens, Senator Howe has written a letter with respect to the approaching election of a United States Senator from this State. He assumes that the choice of the Legislature will fall upon Mr. Carpenter or Mr. Washburn, and says both are deservedly distinguished, the latter for the solidity of his counsels and the former for the brilliancy of his advocacy. With respect to the specific charges against Senator Carpenter, he says that only two have really prejudiced him in the public estimation. One is that he supported the "Poland Gag Law;" the other, that he supported the "Salary Grab Law." The first charge rests upon an utter misconception of the law, which has no more relation to the freedom of the press than any other chapter in the criminal code. With respect to the salary bill, Mr. Howe thinks Mr. Carpenter made a grave mistake, but finds that Mr. Washburn made the same mistake in 1856, when a member of the Lower House. In conclusion, he says of Senator Carpenter that he has achieved the first honor of the Senate, and has done as much to distinguish Wisconsin and the West as any man the West ever sent to Washington, and while he does not mean to disparage the efforts of others, he thinks that no one man has done so much as Mr. Carpenter in the late canvass to rescue the Republican Party in Wisconsin from the defeat which surprised it one year ago.

THE UNITED STATES MILITARY ACADEMY.

ANNUAL REPORT OF THE BOARD OF VISITORS TO WEST POINT.

WASHINGTON, Dec. 2.—The annual report of the Board of Visitors of the Military Academy, made to the Secretary of War, has just been made public. It says, among other things: "The discipline of the academy is austere, but free from passion; steady and carefully considered. It is administered by the Superintendent and Commandant with justice and benevolence, and with anxious solicitude for the interests of the cadets. It is believed that the discipline of the academy has never been higher than it is to-day, and that the corps of cadets has never reached a greater state of efficiency. The barbarous custom of hazing has been suppressed by the strong hand of authority, and the visitors confidently hope that no future relaxation of discipline in this direction will tolerate its revival. The public buildings are generally in good condition and well preserved, but the board recommend an appropriation for the erection of a new brick store-house in place of the present wooden structure. The board are of opinion that the method of instruction pursued by the faithful and competent instructors of the institution is admirably adapted to secure thorough study and exact knowledge. The visitors, recognizing the importance of a wider and more varied culture in literature and in general knowledge than is contemplated by the existing course, and not being entirely agreed as to the best mode of changing the curriculum at the expense of the branches now pursued, wish to indicate their sense of the value of the study of law and of the French and Spanish languages as tending to the attainment of the desired result, and to express the hope that the time devoted to these departments will not be abridged. In the opinion of the board it is desirable the law now in force should be so far modified as to require that candidates for admission to the Military Academy should not be younger than eighteen or older than twenty-one years of age. The board cannot too highly commend the proficiency displayed by the cadets in what may be called the more practical departments of military education. The cavalry battalion and skirmish drills, and the practice with the siege, sea-coast, mortar, and howitzer batteries afforded the most gratifying evidence of the fidelity of the instructors, and of the aptness and industry of the cadets.

THE PACIFIC MAIL COMPANY.

To the Editor of the New-York Times:

Permit me to correct an error which you make in your article of this morning upon the Pacific Mail Steam-ship Company.

The statement of May 1, 1873, was made by the Stockwell Board of Directors, and it is evidently unjust to hold the present Directors responsible for "assets" which never came into their hands.

The item in this statement of "cash with agents, &c.," has always been understood to cover the amount spent in "Washington" to secure the subsidy, but still remained on the company's books as cash in "agents'" hands. The present Direction issued a statement as of May 31, 1873, of company's assets and liabilities, and by this the present board are held. The item of "$840,000, bills receivable," was settled by the company accepting 10,000 shares of its own stock, which have since all been sold for about $432,000; so that, in estimating the profits and losses of the business of the company, there should be an allowance made of $408,000 for the loss on this item. There was also lost on the sale of the California Dry Dock stock $17,935—also to be allowed. A careful comparison of the statement of May 31, 1873, with that now put forth (and allowing that the steamers Peking and Tokio have cost $4,800,000, instead of the estimated amount of $4,500,000) shows that the company have lost in operating their ships, since May 31, 1873, about $1,000,000. This is bad enough, and the managers may not be responsible for it. It is not the first time that steam-ship companies have lost money. Competition and other causes may make it unavoidable. But the Directors are responsible, and should be made to feel it, for any false statements which they may make. Either the statement of Sept. 18, 1874, is grossly false, or the one now made has no foundation of truth. The two statements differ to this extent—that of November showing a decrease in assets of $605,000, and an increase in liabilities of $494,000.

It should be explained, and at once. H. G. H.

NEW-YORK, Wednesday, Dec. 2, 1874.

NEW-HAMPSHIRE.

THE PROHIBITIONIST STATE CONVENTION—THE PLATFORM—STATE AND CONGRESSIONAL TICKETS NOMINATED.

CONCORD, N. H., Dec. 2.—The Prohibition State Convention met to-day in Angelos Hall at 11 A. M., and organized with J. M. Fletcher, of Nashua, as President; A. Deering of Pittsfield; and J. C. Herrick, of Farmington, Secretaries, and a Vice President from each county. On taking the chair, Mr. Fletcher spoke at some length, reviewing the past history of the cause and its future prospects.

At the close of his remarks the Committee on Resolutions reported the following, which was adopted:

Whereas, The past political year has been one of unusual indications and marked changes, we are grateful for the evidence that right principles have gained many advantages in the convictions of the thinking millions, and in the more distinct defining of the position of parties in policies, and we see encouragement for continued labor for the right.

Resolved, That we affirm our unalterable opposition to the manufacture, importation, and sale of intoxicating liquors, to be used as a beverage.

Resolved, That all history demonstrates that the system of licensing the sale of intoxicating liquors is not only wrong, but, as a means of suppressing intemperance, has utterly failed.

Resolved, That the traffic in intoxicating drinks is a wrong of such magnitude that its suppression is imperatively demanded by both national and State legislation, enforced by a vigilant Executive.

Resolved, That the liquor interests of the country, being fully organized, politically supporting no man in any election who is in any way disposed toward the total abstinence cause, all temperance men should politically unite in opposition, remembering that in the present attitude of the temperance question there can be no neutral ground. "He that is not for us is against us."

Resolved, That the gigantic swindles and corruptions of both the Republican and Democratic Parties are but the natural consequence of the course pursued by both of those parties in shameless office-seeking, and in the use of bribery and other forms of corruption in carrying elections, and in appointing men to office because they are office-seekers and subservient tools of party.

Resolved, That we extend our hearty thanks to those members in our last Legislature who sustained the principles of prohibition, and especially to those Democrats who, standing upon their manhood, refused to obey the mandate of party drill.

Resolved, That we favor a speedy return to specie payment, and that we insist on an honest and economical administration of the Government; a large reduction both in the number and salaries of officials; a just and equal system of taxation; the most liberal educational system for the masses, and every possible encouragement to labor.

Resolved, That, believing in independent action as a political organization, we urge upon the friends of prohibition to avoid alliance or coalition with either of the old political parties.

Resolved, That we heartily honor the noble Christian women who have made a crusade against the terrible trade which was carrying constant grief and shame to their households.

The convention then balloted for Governor, and Nathaniel White, of Concord, was nominated, receiving 71 of the 90 votes cast. The nomination was made unanimous. David Heald, of Milford, was nominated for Railroad Commissioner. Mr. White accepted the nomination.

The State Committee was then chosen, and the convention resolved itself into district conventions, and nominated the following candidates for Congress: First District—Rev. A. C. Hardy, of Portsmouth. Second District—J. M. Fletcher, of Nashua. Third District—Edward H. Weston, of Whitefield.

Adjourned.

CHICAGO AND THE FIRE UNDERWRITERS.

PROBABLE RESUMPTION OF RISKS BY THE HARTFORD COMPANIES.

Special Dispatch to the New-York Times.

HARFORD, Conn., Dec. 2.—In the report of the Committee of the National Board of Fire Underwriters, as to the insurance situation in Chicago, all of the Hartford companies that withdrew two months ago, except the Phœnix, will probably resume business there, under careful instructions to agents in the matter of selecting risks. The Phœnix vacated with the other companies with no idea of going back. The Ætna and Hartford offices have already begun taking risks again. But one Hartford company, the Atlas, remained in Chicago. This company was not a member of the National Board.

ALLEGED MURDER BY A CONGRESSMAN ELECT.

LOUISVILLE, Dec. 2.—A special to the *Courier-Journal* from Mount Sterling says: "It is reported there to-day that John D. White, Republican Congressman elect from the Ninth Kentucky District, shot and killed Harrison Cockerill, his Democratic competitor in the late election, in Estill County yesterday. The canvass between the two men was very bitter and personal, and a few days since Cockerill published a card making very severe strictures upon White. It is probable that this card precipitated the difficulty." Estill County is remote from telegraphic communication, and the mails are very irregular. It is impossible to get further particulars at present.

WHITE SCHOOLS IN INDIANA

THE DECISION OF THE SUPREME COURT EXCLUDING NEGROES.

GREAT INTEREST EXCITED BY IT—WARM DISCUSSIONS BY THE PRESS—ANALYSIS OF THE DECISION—THE NEW PARTY AND ITS PLATFORM.

Correspondence of the New-York Times.

INDIANAPOLIS, Saturday, Nov. 28, 1874.

Few events latterly have excited so much interest and talk as the decision of the Supreme Court of the State, announced on Wednesday last, involving the question of mixed schools for white and colored children. It has been bitterly assailed, called "monstrous," and all that, and is destined to form a principal topic of conversation and discussion at least until the Legislature meets and plunges the State into the vortex of the Senatorial question. The merits of this decision can be briefly stated, its virulent Democratic spirit pointed out, and its practical effect on the educational question easily apprehended, despite the fact that the official document itself, written by Chief Justice Buskirk, is fearfully and wonderfully long, exhaustingly tedious in manner, and very murky in style. On the 13th day of May, 1869, a Republican Legislature passed a law providing means whereby the children of colored citizens could enjoy a ratable share of the benefits of the common school fund. It was provided that, whenever there were a sufficient number of colored children to warrant it, separate schools should be organized and maintained; but where not, "the Trustee or Trustees shall provide such other means of education for said children as shall use their proportion, according to number, of school revenue to the best advantage." Under this law, a number of colored schools have been organized in our larger cities and in school districts where the colored population is large enough to allow of the expense of separate maintenance. But throughout the State there are comparatively few places where such schools could be profitably run upon the State fund; hence, about all the education colored children could obtain has necessarily come from their gradual introduction into the already existing white schools. When this law of 1869 was passed it excited considerable hostility, a number of leading colored citizens objecting strenuously that the idea of separate schools legislated into a law would have the effect to prolong a prejudice which, under the new order of things, was essential to be dissipated as rapidly as possible. But the law was passed, and by means of the separate schools and the provision for the scattered colored children in the white schools education has really and practically been "free and open to all." But in Lawrence township, Marion County, a township Trustee, Democratic to the marrow, concluded to refuse admission to his schools of three colored children living in that school district. The guardian of the children—they being orphans—brought suit in the County Court for a mandate to compel the Trustee to admit the children, which was decided in favor of the plaintiff, a bench of three justices concurring, and the opinion being delivered by Samuel E. Perkins, in former times Democratic Chief Justice of the State. This state of facts is in review before the Supreme Bench now, composed of four Democrats and one Republican. The opinion is really in two parts; there is the legal and the political division. The latter is the more important and elaborate, as indicative of the spirit and temper of the court, and it is infamously at variance with the pervading genius of the altered and enlarged citizenship of this country. The court holds that the system of common-school education provided for in the Constitution was intended only for citizens of the State, and that the wise framers of that instrument had white people only in mind, for colored men were neither citizens of the United States nor of the State at the time the instrument was framed and adopted. The Fourteenth Amendment, enlarging citizenship, is held not to interfere with the power of a State in the regulation of domestic affairs between its citizens, and recognizing of necessity the citizenship of the colored people now, the court declares the constitutionality of the legislation providing for separate schools, and holds that so long as the law of May, 1869, remains in force colored children have no right to enter schools provided for white children. There is no earthly use in the first half of the opinion, which only examines the question of citizenship under the State Constitution before the adoption of the Fourteenth Amendment. The point is lugged in to prove their theory that the Legislature of 1869 intended to follow the spirit which proscribed colored people in 1851, as far as possible, by providing separate schools and declaring by implication against any admixture of the races in school privileges. This part of the opinion is black as Erebus with old-fashioned Democracy, and is valuable as showing what the Democrats would do if they could. A paragraph or two from this section of the opinion is valuable for historical and political uses. Here is one:

> "There is but one construction which will preserve the unity, harmony, and consistency of our State Constitution, and is to hold that it was made and adopted by and for the exclusive use and enjoyment of the white race."

And here is another, following a lengthy review of the action of the State in its various departments toward the colored people:

> "In the light of the foregoing history, constitutional provisions, legislative acts, and judicial constructions thereof, it is very plain and obvious to us that persons of the African race were not in the minds or contemplation of the wise and thoughtful framers of our Constitution when they prepared and agreed upon the above-quoted sections, (the school sections,) or of the people of the State when they ratified and adopted the constitution containing such provisions."

What the court really decides is this: that so long as the Legislature maintains separate schools, the white schools can not be taken by storm by colored people, if any Democratic blockhead sees fit to object, as he did in this particular instance. Nothing in the opinion indicates that the Legislature could not provide specifically for the admission of colored children into the common schools, and this is what would be done if the next Legislature were Republican instead of what it is. The effect of the decision will be this practically: to prevent colored children in sparsely-settled localities from the enjoyment of the free (?) common-school system wherever men mean enough can be found to object; and it is likely that in most places followers of this Lawrence township bigot will be found. At the best the ruling is a bad one; it will cloud the fame of the school system of Indiana, which, under wise legislation, was rapidly becoming nationalized, if not world-wide. In this view of the case it cannot be too deeply regretted. It turns back the tide of advancement in the State, and, in a most important particular, heads Indiana in a fatal and disreputable retrogression.

It is safe to affirm that such a decision would never have been rendered by a Republican Court, and the mind is involuntarily directed to the facts proving the spirit of the Democracy to be fundamentally at war with the idea of universal education. The history of the party in this State is an unbroken series of disgraceful, if not criminal, acts, toying with and crippling this special feature of State duty. The investigations made by the Legislature, conducted by the late Secretary of State, Eddy, himself a Democrat, showed how leading and influential members of that party abused and perverted the forest lands donated to the State by the General Government for educational purposes. It revealed the most infamous set of frauds, by means of which, according to the authority of a message of the late Gov. Wight—he, too, a Democrat—the children of Indiana had been cheated out of fully $1,000,000 of school money. In 1858, in a case appealed from Tippecanoe County, the Supreme Court decided that it was unconstitutional to levy a special school tax in cities and towns, thus putting these large aggregations of population on a par with agricultural districts, and practically closing the schools in these cities and towns. This was a blow nearly fatal in its effects to our common-school system; but the Republicans coming into power in 1860, by wise legislation and fostering care the free schools of Indiana have come to be as good as those in any State, and we have the largest school fund in the Union. It is strange and suggestive that no sooner does the Democracy attain to power than it puts its hand to the throat of popular education.

THE NEW PARTY.

In a letter a month ago I alluded to the call for a caucus of Independents, to meet in this city on the 24th of November, to see about starting a national party on the basis of a 3.65 interconvertible bond currency. The affair came off, according to call. The day selected was the same on which the State Grange of Patrons of Husbandry met in annual session, and the movers in the first skillfully gave the appearance to their affair of being indorsed in some way by the Grangers. It gave the political managers the cold chills to read, in the afternoon papers, the following highly-spiced and briny resolution:

> "*Resolved*, That the State Grange, in council assembled, has no sympathy with any past, present, or future attempt that may be made by any political party or political aspirant to absorb a little reflected warmth, decency, or support, by so persistently calling and publishing their meetings at the same time and place as ours, and that a decent respect for our order requires that such attempts be suitably rebuked by publishing this resolution."

Smarting considerably from this stinging smack in the face, about fifty gentlemen met and spent the day in determining upon "a basis of union," which has already been sent to the world. The caucus was a dull, spiritless affair; two or three long speeches were made, and then the good men precipitately adjourned to await the ides of March in Cleveland. Horace H. Day, of New-York, a thin person, with thinner financial views, named L. A. Wood, from Louisville, and a wild, Communist-looking bog-trotter, called Cameron, editor of the *Working Man's Advocate*, of Chicago, were all who were here outside of Indiana. Henry Carey Baird sympathized by letter, as did also a Prof. J. A. Thompson, of Summit Point, W. Va., in a document fully as long and as interesting to that body as an elementary work on political economy. There was just a little breeze in the evening over a persistent attempt to modify the "Basis of Union" so as to solemnly declare that national legislation should be amended so as to give to every man the proper reward of his labor. The author of this brilliant and highly-original apothegm was Reuben A. Riley, a lawyer of Hancock County, county attorney for the Pan-Handle Railroad, and as perfect a specimen of the canting, ranting demagogue as is easily produced. He made a violent speech, or rather a series of them, in which he indirectly advocated hanging bankers to lamp-posts, and classed them as thieves and murderers. His violence was loudly applauded, revealing the temper of the party of Indiana malcontents who formed the body of the meeting. There need be no sleepless anxiety on account of the new party to be born out of this caucus. It was not the stuff that parties are made of.

Business prospects are excessively dull in this city. Nothing is doing in real estate save by way of trade, and the effort in that direction is uniformly to get clear of incumbrances incurred in flush times of land speculation. In one real estate office, for instance, out of 100 houses and pieces of land on the books for barter but two are free from mortgage, and without an exception the trade desired is one that will reduce the amount of incumbrance to be carried. In industrial directions the outlook for the Winter is discouraging. Even in cooperage, which in this season of the year should be brisk, owing to pork-packing, little is doing. The largest establishment in the city has been working only half force all Summer and Fall, and on Saturday last discharged thirty-five more operatives. Pork men are very cautious in investing at the present high prices. Kingan & Co., who have the largest pork-house in the world here, and who made arrangements to pack immensely, announce that they will do but little at present prices. The approach of the session of Congress, and the feeling that some financial legislation may be undertaken, especially in view of the results of the Fall elections, render capital and business shy, and we are in danger of evils very similar to those which attended the unrest pervading all business and commercial circles during the session of Congress succeeding the panic last year.

THE LATE MAYOR HAVEMEYER.

THE PREPARATIONS FOR THE FUNERAL CEREMONIES—THE REGIMENTS WHICH WILL PARADE—ROUTE OF THE PROCESSION—OTHER PARTICULARS.

The arrangements for the funeral of the late Mayor Havemeyer have not yet been perfected by the Municipal authorities, and the official programme of ceremonies will not be published before Friday morning. The joint committee of the Common Council, who have the matter in charge, and who have been laboring strenuously since their appointment, held a private meeting last evening at the residence of Alderman Van Schaick, No. 1 University place, and considered the offers of the military bodies desiring to participate. It was announced after the meeting had adjourned that the funeral would positively take place in St. Paul's Methodist Episcopal Church, corner of Fourth avenue and Twenty-second street, at 11 A. M. on Saturday. The committee will have cards of admission prepared, and no person will be admitted to the church unless presenting such card at the door. If the weather proves favorable, associations and citizens desiring to assist at the ceremonies, will be requested to appear and form in the procession on foot. The committee have accepted the offers of the Old Guard, and the Seventh, Eighth and Twenty-second Regiments to parade on the occasion, and it is deemed probable that other military organizations will volunteer.

The route of the cortege will be from the church, through Fourth avenue and Broadway, to South Ferry. The chimes of Trinity and Grace Churches will be rung, and it will be requested that other church and fire-alarm bells be tolled, and that the stores along the route be closed during the passage of the procession.

The following general order has been issued by Brig. Gen. Varian, commanding the First Division:

HEAD-QUARTERS FIRST DIVISION,
N. G. S. N. Y., Dec. 2, 1874.

General Orders, No. 1.—The Joint Committee of the Common Council having in charge the funeral ceremonies of our deceased Mayor, William F. Havemeyer, have accepted the offer of the Seventh, Eighth, and Twenty-Second Regiments, N. G. S. N. Y., to join in the funeral procession. Brig. Gen. William G. Ward is hereby ordered to take command of the regiments above named on that occasion, and of such other organizations of the First Division as may parade at the funeral.

II. The several organizations (field and staff dismounted) will report to Brigadier Gen. Ward at the Plaza, Fourth avenue and Seventeenth street, on Saturday, 5th inst., at 11:30 A. M. By order of

J. M. VARIAN, Brigadier General Commanding.

H. A. GILDERSLEEVE, Colonel, A. A. G. and Chief of Staff.

In compliance with the wishes of the family of the deceased, the services at the house will be conducted as quietly and privately as possible. All the buildings occupied by the Departments of Parks and Docks, the Sheriff's, Controller's, County Clerk's, and Surrogate's offices, and the new Court-house have been appropriately draped. The halls, archways, corridors, and entrances of the City Hall have also been heavily draped with folds of black muslin.

FURTHER TRIBUTES TO THE MEMORY OF THE DECEASED.

At the meeting of the Board of Education, held yesterday, a war in tribute of respect was paid to the memory of the deceased. Resolutions expressive of respect and regret were also passed at the meeting of the Fire Commissioners, the Mechanics and Traders' Exchange, and the Commissioners of Charities and Correction.

THE HILT FORGERY CASE.

THE HEARING ADJOURNED—PRESENT ASPECT OF THE AFFAIR—OTHER PARTIES SAID TO BE IMPLICATED.

Special Dispatch to the New-York Times.

PHILADELPHIA, Dec. 2.—George F. Hilt, against whom several allegations of forgery rest, was to have had a hearing to-day before United States Commissioner Biddle, but the defendant being absent when called for the case was adjourned until to-morrow. It was stated by his physician that he (Hilt) was afflicted with inflammatory rheumatism, and that if removed from his present position at this time death would not be improbable. This cry of sickness is regarded by many as set up simply to delay the trial. It is known that Hilt has been away from his office for a month past, ostensibly sick at home, whereas, the detectives assert that he was in New-York many times during that period. It is believed that he will eventually be secured by the New-York officers who are in the employ of the Secret Service Division of the Treasury Department and taken to that City on the warrant which is held by Mr. Benson, who holds temporarily the position made vacant by Mr. Whitley, of safe-burglary fame. There is a point in the "working up" of this case that needs explanation. In the first place a gross error was committed in making the arrest on Thanksgiving Day, and the prisoner should, it is claimed, have been taken to New-York, as it was there the deed was committed, and it is not as yet certain that Hilt transferred any of the bonds to the accounts of the Safeguard Insurance Company of this city.

Mr. Batterberry, the janitor of the building in which the fraudulent operations were discovered, No. 48 New street, stated to-day that he had known Hilt long before any of these discoveries had been made; that he had told him he lived in Philadelphia; and that he had no suspicion of any improper transactions, save that he considered it strange that bankers, which they professed to be, should keep their movements a mystery and their apartments continually closed. The last time he saw Hilt was upon the 6th ult., which disposes of the physician's statement that Hilt was sick in bed on that day. I was also informed by Capt. Irving, who is deputized as a United States Marshal to unravel this fraud, that he has facts in his possession showing that one of the bonds which was sold in this city came from the firm of Batchelder & Co.; that it was again sold to a Wall street operator, and resold in Philadelphia, when, being quite tattered, it was sent to the United States Treasury Department for renewal. Thence it was returned as a forged security, and this first placed the officers on the right track. All the bonds thus far discovered are in the hands of Detective Benson, of the Secret Service, who is now in this city. The relatives of Hilt, who are very respectable people, are sorely afflicted by his actions, and they express some fears that he will be seized and taken to New-York, greatly to his physical peril. But, as the whole affair is now understood to be in the hands of the United States officers, the detective force does not contemplate any proceedings in this direction. The counsel for the prisoner have given assurances that he will be present at the hearing to-morrow. He is closely watched at the Colonnade Hotel, where he now has quarters.

Capt. Irving says that the case implicates some people of high standing both in New-York and in this city, and will tend to develop a few facts of decided interest in regard to the manner in which Treasury clerks connive at fraud with operators who belong to the fraternity of burglars.

At a late hour this evening I called upon George F. Hilt, and found him in a very helpless condition. He said that he suffered so much pain that he would be unable to appear to-morrow at the trial, which will cause another postponement.

THE REFORMED EPISCOPAL CHURCH.

FIRST ANNIVERSARY OF ITS ORGANIZATION IN BROOKLYN—SPEECHES BY EX-LIEUT. GOV. WOODFORD AND OTHERS.

The anniversary of the organization of the Reformed Episcopal Church was celebrated last evening at the First Reformed Church in Brooklyn. The exercises were opened by the reading of the Scriptures and the singing of the Te Deum, after which the pastor, Rev. Wm. H. Reed, introduced Mr. Herbert B. Turner, Secretary of the General Council of the Reformed Church, who delivered an address upon the growth and present status of the movement. He traced the rise of sacerdotalism and sacramentarianism in the Protestant Episcopal Church, and pointed out the changes it had wrought in the character of that once loyally Protestant communion. Sacerdotalism was first brought to the surface in the Oxford movement of 1833, but the seed from which it sprang had already been planted in the Prayer-book. Its germ was to be found in the false and unauthorized power conferred upon the candidate for holy orders by his Bishop. That unjust sentence, "Whosesoever sins thou remit, they are remitted, and whosesoever sins thou retain, they are retained," was at the bottom of half the false doctrine that was abroad in the old Church, and it was one of the brightest features of the new that it rejected that poisonous dogma altogether. Another fundamental truth upon which they had based their system was the common brotherhood of all men in Christ. They did not arrogate to themselves, as the old communion did, the sole right and title to the Divine commission, but recognized all the evangelical bodies as valid and rightful churches. Their worship was the old Anglican worship, in all its original purity before Romish errors and Popish heresies had crept into the faith. The old Prayer-book they had retained intact in substance, while expelling the twin heresies with which sacerdotalism had incumbered it—absolution and infant regeneration. Shorn of these and like errors, the Reformed Church was practically the old Protestant body, reformed and regenerated by the principles of the Reformation, which gave birth to both. Hon. Stewart L. Woodford followed. Although not originally a member of the Episcopal Church, he had been early attracted by the beauty of its service, and the order and consistency of its government. The Anglican Church was the mother of the Protestant Episcopal Church, and both commended themselves to every lover of liberty; for it was in the conflict that their formation precipitated, the conflict between Protestantism and Catholicism, that the true idea of personal liberty found its first expression. The beauty and poetry of the Anglican Liturgy justly entitled it to the first rank among uninspired productions. But turning to that Church itself, there was something that repelled. In the first clauses of the service the officiating presbyter was called "minister." A little further on his title was changed to "priest," which was very naturally supplemented by an "altar," and both by a "sacrifice." Upon the top of all this came the Ritualistic teaching of the real presence, and lastly the at all events frank and outspoken Romanism of transubstantiation. But even that last miracle paled before the magnitude of infant regeneration in baptism. It was possible perhaps to conceive of such a thing as a change of the sacred elements into the identical body and blood of Christ; but the spiritual regeneration, by water, of an infant child, without the first glimmerings of reason, was a miracle, more astounding than anything else in either Ritualism or Romanism. The first elements of the whole system were contained in the office for the ordination of priests, whereby the power of absolution and remission of sins was transferred to the candidate by mere tactical impression. It was impossible for any man to receive such tremendous power without in some way abusing it. There were thousands in all the Evangelical Churches who had long desired to enter the Anglican fold, but who had been kept out by the false ecclesiasticism which had grown up in the Church of the Reformation. To such the present movement was most welcome, and already, in countless instances, they had shown their long-hidden preference for the church of Cranmer, Latimer and Ridley. The Reformed Episcopalians had no fear of sects; theirs was no hide-bound system, too unyielding to admit that any other servants of the Master had equal authority with themselves. Theirs was the religion of the New Testament, based on fixed principles, but capable of belief and worship in a thousand different forms if necessary. The speaker reviewed the history of the movement at some length, and showed that at the present time Bishop Cummins presided over a church fully as large as the diocese whose episcopate he had surrendered.

Rev. Mason Gallagher added a few words upon the attitude of the late Episcopal Convention toward other Protestant bodies. Not one word had this extremely Christian assembly condescended to utter to the thousands of Protestant brethren of other Evangelical churches, who were of their own blood, spoke their own language, and were fellow-citizens with them under the same Government. But this same convention, while haughtily refusing recognition to their American brethren, had bowed themselves down before the far-off authorities of the antiquated Greek Church, a church that confirmed its members at three years of age, and fed them with the Holy Sacrament in a spoon. The errors which bore such fruit were too deeply rooted for eradication. Better separation, final and complete, than longer tolerance of a system which encouraged such monstrous conduct.

THE PUBLIC BUILDINGS.

REPORT OF THE SUPERVISING ARCHITECT OF THE TREASURY.

NEGOTIATIONS AND PURCHASES OF SITES FOR POST OFFICES, CUSTOM-HOUSES, AND OTHER STRUCTURES—THE NEW-YORK CUSTOM-HOUSE—THE TREASURY FILES—THE EIGHT-HOUR LAW.

WASHINGTON, Dec. 2.—The following are the chief portions of the report of the Supervising Architect of the Treasury:

TREASURY DEPARTMENT,
OFFICE OF THE SUPERVISING ARCHITECT,
Oct. 1, 1874.

SIR: I have the honor to submit the following report of the operations of this office during the past year, and of the progress and condition of public works under its charge:

PURCHASES OF LOCATIONS AND NEGOTIATIONS PENDING.

Sites for the proposed public buildings at Little Rock and Helena have been purchased. It has, however, been found necessary to resort to condemnation in order to obtain a valid title to the property at Grand Rapids. The amount appropriated for a site at Pittsburg proved inadequate for the purchase of sufficient property in an eligible locality. Under these circumstances, an offer of the citizens of that city to make up the deficiencies, and to pay the additional sum required has been accepted, and instructions issued for the completion of the condemnation to which it has been necessary to resort. The proceedings which, as explained in my last report, were necessary to secure sites for the proposed buildings at Cincinnati, Philadelphia, and Utica, have been completed, and the property secured. The act authorizing the erection of a public building at Albany appropriated $150,000 toward the purchase of a suitable site on condition that the city should contribute such an additional amount as might be required. This, of course, rendered it necessary for the department and the city of Albany to agree on a location which, in consequence of the difference of opinion existing among the citizens, was a difficult task. A compromise was finally effected and a selection made which, though by no means the best that could have been made had the Department been at liberty to act independently, and though in my opinion too small, is in other respects suitable and was therefore accepted. I am, however, satisfied it is for the interest of the Government to purchase the adjoining property and recommend that authority be obtained for that purpose, as it can undoubtedly be procured much cheaper now than at any subsequent period.

All efforts to purchase the remainder of the Post Office block in Boston at a fair price having failed, proceedings in condemnation were resorted to. The amount awarded by the jury was, however, considerably in excess of the amount appropriated, and the proceedings were consequently abandoned. Negotiations have recently been renewed, and it now appears probable a satisfactory arrangement can be made with the owners.

The property originally purchased as a site for the Custom-house at Evansville, Ind., having been found inadequate to permit of the erection of such a building as the necessities of the Government service require, additional property has been purchased, and arrangements made to commence work as soon as the title is perfected.

The act approved Feb. 21, 1873, authorized the purchase of a site for the proposed public building in Memphis, at a cost not to exceed $25,000, in addition to the value of the lot in that city, which was purchased June 6, 1860, for that purpose, the value of which was estimated at $15,000. It was found after careful examination that the amount thus placed at the disposal of the department was entirely inadequate, and that no suitable property could be procured for the amount appropriated. Under these circumstances the City of Memphis offered to present to the Government one of the most desirable blocks in the city, the value of which cannot be estimated at less than $300,000. This liberal offer has been accepted, and work will be commenced as soon as the title is perfected.

All efforts to secure a suitable site for the proposed public building at Jersey City within the amount appropriated—namely, $100,000—have failed, and a careful investigation has proved the necessity for an additional appropriation. Jersey City is rapidly increasing in population and commercial importance, and it is evident that a much larger building than was contemplated will be required. The public offices in that city are destitute of the ordinary conveniences, and as it is impossible to rent any building that will provide proper accommodations, I recommend that authority be obtained to purchase a suitable site and to commence work at the earliest possible moment.

The Custom house lot at Louisville is entirely too small, an additional frontage on Green street being absolutely necessary for the protection of the building in case of fire, and for the preservation of light on one of its principal fronts. The adjoining property is now occupied by small frame buildings, which the owner proposes to replace at an early day by a large warehouse. Should this be done, the value and safety of the Custom-House building would be seriously impaired, and as the property can be bought for a small sum, I recommend that authority be obtained for its purchase.

PROGRESS OF NEW BUILDINGS.

The Custom-house, Court-house, and Post Office at Knoxville, has been completed and furnished within the amount of the appropriation. It is now occupied and is one of the most substantial and convenient public buildings owned by the Government; and though affording ample and suitable accommodations for the transaction of public business is no larger than is required.

The Post Office and Sub-Treasury at Boston is practically completed, and is partially occupied. It has proved, as anticipated by me, entirely inadequate in size, and the necessity for the extension authorized by law is urgent, the transaction of public business in the portion already completed involving very great inconvenience to the officers for whose use it is intended, as well as to the public.

Work on the Court-house and Post Office in New-York has been prosecuted with vigor and economy. The building is now inclosed, and will be completed and occupied before the close of the present fiscal year.

Work has been continued on the north, south, and east fronts of the Custom-house at Chicago, and the west front commenced. The first story and large portion of the second will be completed during the present season, and the entire building placed under roof at an early date, should no unforeseen difficulty arise.

The work on the Custom-house at Charleston has proceeded as rapidly as the circumstances of the case would permit. In my last annual report I stated that it could not be completed within the limits fixed by law, and recommended that the necessary appropriations be made. I desire to renew this recommendation, and to call attention to the fact that this office is not responsible for the cost of this building, the designs having been prepared, and the work prosecuted prior to the war, under the direction of a commission appointed for the purpose, as in the case of the Custom-house at New-Orleans. I have endeavored to reduce the cost to the lowest possible point, and have so modified the plans as to effect a saving of over $500,000, and in so doing have not only increased its capacity and added to its convenience, but have, I believe, improved its architecture, and as a consequence its appearance. The work had, however, reached such a stage that it appeared impossible to make any further modifications without injuring the building. There seems, therefore, to be no alternative beyond leaving it in an unfinished state or appropriating the amount necessary for its completion. It is undoubtedly more ornate and costly than is required. It is, at the same time, so nearly finished and of so monumental a character that failure to complete it in a proper manner could not be justified even on the score of economy.

The foundations and basement of the new Appraisers' stores at San Francisco, a work of more than ordinary difficulty, have been completed, and occupy one-half of the Custom-house block, which was originally covered by the waters of the bay. It is, therefore, made land, and as such is especially affected by the earthquakes so common in that portion of the country, and by which the Custom-house has been so badly shattered that it was found necessary to take down the porticos and anchor it in all directions by massive iron rods. These repairs are, however, merely temporary in their character, and it must be rebuilt at an early date, or a new building erected on some more desirable location. This building was erected on piles, some of which were driven to a depth of eighty feet, but these foundations having proved a failure I determined to construct the foundation of the Appraiser's stores upon a different plan, covering the surface to be occupied by the building with a massive bed of concrete, and anchoring the basement walls securely thereto, this plan having been practically tested in the erection of the new Mint, and thus far with the best results.

Extensive improvements and repairs have been made in the Assay Office in New-York in order to meet the demands of the rapidly-increasing business of that important branch of the public service. A fine vault has been constructed, and the portion of the building now used as the Assay Office has been thoroughly refitted. Should business, however, continue to increase as rapidly as it now appears probable, the entire building, including that portion now occupied as a banking-house, will be required.

The remodeling of the Custom-house at Boston is rapidly approaching completion, and will provide ample accommodations for the transaction of the Customs business of that port. The heating apparatus has been entirely remodeled, and arrangements made for the ventilation of the building for which heretofore no adequate provision had been made.

I desire to call special attention to the importance of extending and remodeling the Custom-house at Pensacola, estimates for which were submitted at the last session of Congress. The necessity for the improvement is very great, and I trust that provision will be made for the early commencement of this important work. I also desire to call attention to the necessity for remodeling and improving the Custom-house at Louisville, which is a large, substantial, though inconvenient building. The stairs are dark, inconvenient, and dangerous. I therefore recommend that an appropriation be obtained for this purpose.

I desire to renew my recommendations that authority be obtained for the purchase of the premises now owned by the Merchants' National Bank of Baltimore, which are a portion of the old Merchants' Exchange building, the remainder of which was purchased many years since by the Government, for a Custom-House, and Post Office. The portion now owned by the Government is incomplete in itself, and as additional space is necessary, I earnestly recommend that authority be obtained to purchase the remaining portion at its appraised value or by the process of condemnation.

THE NEW-YORK CUSTOM-HOUSE.

I have in my previous reports called attention to the great increase in the business of the port of New-York, to the importance of making an additional provision for the accommodation of the Customs Department in that City, and to the fact that the present Custom-house would be, in a short time, entirely inadequate for the transaction of the public business. These opinions have been verified by experience, and it has been found necessary to rent two large buildings on Exchange place, between Beaver and Hanover streets, which have been fitted and arranged for the Naval Office, and connected with the Custom-house by a bridge across Exchange place. This relief is, however, but temporary, the Custom-house being crowded to such an extent that it is impossible to transact business therein in a proper manner. Indeed, the interests of the Government demand that a building more than four times the capacity of the present one be provided for Customs purposes. The building now occupied was, as is well known, originally constructed for the Merchants' Exchange Company, and is not a suitable place for the transaction of the business of the Port of New-York, the rooms being, as a rule, small and insufficiently lighted. It cannot be expected that officers can perform their duties in a satisfactory manner when crowded into rooms that have neither proper ventilation nor adequate light. Efforts have been made to remedy these evils, and, while they have been measurably successful, the defects in construction are so radical that it is impossible to devise any adequate means of overcoming them. I therefore recommend that authority be obtained to ascertain the necessities of the public service, and procure, if possible, a suitable site for a new building. I also desire to call attention to the importance of obtaining an appropriation for the erection of a Barge Office on the Battery. An appropriation for the purchase of a site for and construction of a dock for revenue boats and as a landing place for foreign passengers, was made by an act approved March 2, 1867. The site has been purchased and the dock completed, and is now used by the revenue service. No appropriation has, however, been made for the erection of the proposed Barge Office building, which is indispensable to the proper enforcement of the Customs laws. The Collector of Customs has again called attention to the importance of such provision, and I earnestly recommend that an appropriation be obtained therefor.

THE NEW-YORK APPRAISERS' STORES.

In my last report I stated that premises bounded by West, Hubert, Washington, and Laight streets were rented for purposes of the Appraisers' Department, and that the work of adapting them to the requirements of the Government was then in progress. These improvements have been completed, and the buildings are now occupied and are well adapted for the purpose, but though of greater capacity than the old buildings, are still too small for the proper classification and transaction of the Appraisers' Department, and should be extended, the lot being of ample size. I therefore recommend that an appropriation be procured for the purchase of the property, which can under the terms of the lease be obtained for the sum specified therein, at the appraised value, or by condemnation, at the option of the department.

The appraisal of the property recently made with a view to determine the rent, has proved that the price at which it is offered is much below its value. It appears, therefore, that advantage should be taken of this action at an early day, there being, so far as I am advised, no suitable property in the City of New-York that can be obtained on such advantageous terms.

THE EAST FRONT OF THE TREASURY DEPARTMENT.

I desire to renew my recommendations that an appropriation be made for rebuilding the east front of the Treasury, an improvement, the necessity of which is, it appears to me, so pressing as to admit of no difference of opinion. It is at present so thoroughly overcrowded that a building of more than twice the size would be required to accommodate in a proper manner those now employed therein. Rooms that were originally designed for the accommodation of four persons are in many instances occupied by more than twenty-five. This is particularly the case in the part occupied by the female clerks of the Register's and Treasurer's Offices, in many portions of which the occupants are so thoroughly packed that they have allotted to them, for the performance of their duties, little more superficial and cubic space than the Government considers necessary for the transportation of emigrants, and compels steam-ship companies to provide. It is, under such circumstances, idle to talk of providing adequate ventilation, and it is equally idle to expect persons to perform their duties in a proper manner.

THE FILES OF THE TREASURY DEPARTMENT.

I also desire to call attention to the great importance of providing accommodations for the files of the department, many tons of which are now piled in the public corridors, there being no rooms in which they can be stored, and to the serious nuisance occasioned by the steam machinery now in the building. The Treasury was erected for official purposes, and not for a manufacturing establishment, and cannot be used for the latter purpose without vitiating its atmosphere, affecting its value for its legitimate purpose, and rendering a very large portion comparatively useless for offices. I therefore respectfully renew my recommendations that authority be obtained for the erection of a fireproof brick building for the files of the department, for the printing bureau, and for the accommodation of such branches of the Treasury Department as can be removed from the Treasury without inconvenience to the public service.

THE EIGHT-HOUR LAW.

In my last annual report I called attention to the unjust and unequal operations of the law known as the "Eight-hour law," and to the fact that mechanics and laborers employed directly by the Goverment were entitled to special privileges from which those who perform work for the Government through the medium of a contractor or manufacturer were excluded, and to the manifest injustice of such discriminations, many mechanics being necessarily compelled, from the character of the work on which they are employed, to work for the Government in such a manner. I called attention to the fact that the practical effect of the law was to constitute those whose names are carried on the Government rolls, a favored class, though numbering less than one-tenth of those who are engaged in performing work or producing material for the Government. As I do not think any good reason can be given why the mechanics and laborers employed by the Government should be favored at the expense of all others, I desire once more to place on record my opinions, that the law is oppressive and unjust as well as injurious to public service, and all should be entitled to equal privileges and equal pay; and that eight hours should constitute a day's work for all, or that those employed and paid by the Government should be required to perform the same amount of labor that is performed by other mechanics and laborers, in order to entitle them to the same compensation. It needs no argument to prove that I can have no objection whatever, either personally or professionally, to any reduction in the hours of labor, provided they are made uniform and applied to both public and private works. It is, however, a matter of some importance to the Supervising Architect where the cost of work performed under his supervision is increased twenty-five per cent. over and above the cost of similar work performed for private parties, when he is thereby subjected to misrepresentations on account of his increased cost. I therefore desire to state explicitly that my objections are not to the reduction of the hours of labor, but to the legislation that creates among working men a special and favored class. If any plan can be devised that will extend the operations of the Eight-Hour law to all, I would very gladly recommend it. This appears, however, to be impracticable, and for that reason I recommend the repeal of the Eight-Hour law as the only means of placing the employes on public and private works on an equal footing.

THE ESTIMATES FOR PUBLIC BUILDINGS AT THE MAXIMUM.

I also desire to call attention to the fact that the Government has commenced every building of unusual size and cost, outside of the District of Columbia, the necessity for which can be at present foreseen, excepting the Custom-houses at New-York and Pittsburg, and the Court-houses and Post Offices at San Francisco and Brooklyn. Beyond these no probability exists that any buildings of great magnitude and cost will be required for many years to come. The buildings now in progress are generally well advanced toward completion, and as two of the more important will be completed during the present fiscal year, it will soon be seen that the estimates for public buildings have reached a maximum, and will, on the completion of the large buildings now in progress, diminish very rapidly. I also desire to call attention to the fact that the remodeling of the old buildings, which has been found necessary to adapt them to the wants of service, is nearly completed, and to the fact that the public buildings are in a better condition now than ever before; and that the buildings now in progress are of so substantial and permanent a character that they will require, after completion, very small expenditures to keep them in a proper condition. Very respectfully,

A. B. MULLETT,
Supervising Architect.

Hon. B. H. BRISTOW, Secretary of the Treasury.

THE GLENDENNING SCANDAL.

The Jersey City Presbytery reassembled in the First Presbyterian Church, corner of Washington and Sussex streets, Jersey City, yesterday, to consult in relation to the verdict in the case of Rev. John S. Glendenning, Pastor of the Prospect Avenue Church. The session was, as all the sessions since the taking of testimony was finished have been, secret. The day was consumed in taking the votes of the members upon the question of Glendenning's guilt or innocence. It is stated, upon what authority cannot be given, that, except two or three members, the clergy voted for acquittal. The vote of the lay members showed much less unanimity in opinion. It is understood, however, that the majority of the votes cast were in favor of exonerating Glendenning of the more serious charges preferred against him—that of the seduction of Mary Pomeroy, and that of presenting a pistol to her head in order to force her to write the paper exonerating him. What action was taken upon the breach of promise allegation cannot be told. Glendenning was not allowed in the room in which the session was held while members were voting and explaining their votes—nor were the gentlemen who acted as counsel either for the prosecution or for the defense. The members of the Presbytery are pledged to give no information relative to their verdict, and all that is known is what has been gleaned from incidental remarks of some of the gentlemen visited. The Presbytery desire to have their reasons for their verdict submitted to the public at the same time with the verdict itself, and will make nothing public officially till the committee appointed to draw the paper setting forth those reasons shall have finished their labors. The verdict will probably be given to the press next week.

FATAL RAILROAD ACCIDENT.

PLYMOUTH, N. H., Dec. 2.—Conductor Eastman's train, leaving Plymounth at 7:35 A. M. this morning, ran off the track at the "Y," this side of Woodville. The engine and tender were thrown clear from the track, and one passenger car went over an embankment. Fred Brown, a brakeman, was instantly killed, and several other persons were seriously injured. The names of the wounded, as far as can be ascertained, are as follows: Mr. Kimball, injured in the head slightly; S. K. Lee, internally, cannot live; C. F. Fooster, of Portland, Me., slightly; R. M. Bower, bad scalp wound and several severe bruises on the body. One lady, name unknown, is injured internally, but it is not known how badly. Martin L. Hall, a salesman, is slightly injured.

THE MAILS FROM EUROPE.

The Inman steam-ship City of Antwerp, which left Liverpool Nov. 19 and Queenstown Nov. 20, reached this port last night. She brings news later by two days.

From The Advertiser, Kinderhook, N. Y., Saturday, Nov. 28, 1874.

The final obsequies over the remains of James Adger Bain, who died at Lyons, France, three years ago, and whose body has been resting in the receiving vault at Green-Wood since that time, took place at the residence of his father, Mr. Peter Bain, in this place, on Monday last. The relatives of the family and the officiating clergymen only were present. Rev. E. A. Collier, of the Reformed Church, performed the services at the house, and Rev. Dr. Waters, of St. Paul's Episcopal Church, officiated at the tomb. The remains were placed in the massive and elegant vault which Mr. Bain had erected for their reception, and, crowned with appropriate floral decorations, were left for their final rest.

Valuable and Reliable.—BROWN'S BRONCHIAL TROCHES are invaluable to those exposed to sudden changes, affording prompt relief in Coughs, Colds, &c.

The shades of night were falling fast
As through the city's streets there passed
A lovely maid—her cheek was bright,
Her breath was sweet, her teeth were white,
And in her hand, as was her wont,
She bore aloft her SOZODONT.

Hair Dye.—W. A. Batchelor's Hair Dye is splendid; best in the world. Never fails. Established thirty-seven years. Sold by druggists everywhere. Sold and properly applied at BATCHELOR'S celebrated Wig and Toupée Factory, No. 16 Bond st., New-York.

Atkinson's White Rose,
55 cents a bottle.
W. M. GILES & CO., Chemists,
No. 451 6th av., New-York.

Christmas is Coming. Buy your Boots, Shoes, India Rubbers, Children's Leggings, Gents Toilet Slippers—useful gifts for the holidays—from MILLER & Co., No. 3 Union square.

Wedding Cards, No. 104 Fulton st.
WILLIAM EVERDELL'S SONS. Established 1815.
No branch offices.

Everdell's Principal Office No. 302 Broadway, Wedding and Ball Cards, Engraving, Printing, every description. Established 1840.

Catarrh and Offensive Discharges from the throat and nostrils; cure guaranteed. GILES' LINIMENT IODIDE OF AMMONIA. Depot No. 451 6th av.

Lundborg's Perfumes are like Natural flowers and bouquets.

For Coughs, Colds, Hoarseness, or Croup. use at once WISTAR'S BALSAM OF WILD CHERRY.

Wm. Everdell's Sons, No. 104 Fulton st. Established 1815. Printers. No branch offices.

For a First-class Dress or Business Hat go to the manufacturer, ESPENCHEID, No. 118 Nassau st.

MARRIED.

COCKE—ATWATER.—In Metuchen, N. J., Nov. 24, 1874, by Rev. T. T. Bradford, Mr. JOHN J. COCKE, of Petersburg, Va., to Miss SARAH ATWATER, of New-York. No cards.

HOAGLAND—BOYD.—In Brooklyn, Tuesday, Dec. 1, 1874, by Rev. Theo. L. Cuyler, D. D., THEODORE F. HOAGLAND to MARY E. BOYD, all of Brooklyn. No cards.

LEAYCRAFT—CRAWFORD.—On Wednesday, Nov. 25, at the residence of the brides's parents in Sing Sing, N. Y., by Rev. De Los Lull, JOHN E. LEAYCRAFT, of New-York City, to CAROLINE, daughter of Rev. M. D'C. Crawford.

MILLER—WISE.—On Saturday, Nov. 28, at the Church of the Epiphany, Washington, D. C., by Rev. Dr. Watkins, Lieut. JACOB W. MILLER, United States Navy, to KATE, daughter of the late Capt. Henry A. Wise, United States Navy.

SHAPTER—HEATH.—On Tuesday, Dec. 1, 1874, at the Dutch Reformed Church, 57th st. and Madison av., by Rev. James D. Wilson, LINDLEY U. SHAPTER to ALICE M., daughter of Edward Heath, Esq., all of this City.

DIED.

BRIDGES.—At his residence in Brooklyn, on Monday Nov. 30, after a short illness, CHARLES BRIDGES, in the 75th year of his age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the First Place M. E. Church, corner of Henry and Summit sts., on Friday, Dec. 4, at 1 P. M.

BRACKETT.—In West Randolph, Vt., Nov. 25, MARY V., widow of the late James H. Brackett, and mother of L. C. Brackett, of this City, aged 54 years.

CARLISLE.—Suddenly, on Tuesday, Dec. 1, 1874, SUSAN, daughter of the late James Carlisle.

Funeral from her late residence, No. 352 West 27th st., to-day, (Thursday,) Dec. 3, at 1 P. M.

COWLES.—At Chicago, Dec. 2, Hon. EDWARD P. COWLES, Ex-Judge Supreme Court.

Notice of funeral hereafter.

GLEDHILL.—On Wednesday, Dec. 2, SARAH, wife of Richard Gledhill, and daughter of Sutcliffe and Hannah Wallace, in the 33d year of her age.

The relatives and friends of the family are respectfully invited to attend her funeral on Thursday, at 1 o'clock, from the James M. E. Church, 44th st., near 10th av.

GOLDNEY.—On Tuesday, Dec. 1, THOMAS H. GOLDNEY, aged 36 years.

Relatives and friends of the family are respectfully invited to attend the funeral from his late residence, No. 325 West 26th st., on Friday, 4th inst., at 10 o'clock A. M. Burial at Woodlawn Cemetery.

HAVEMEYER.—Suddenly, on Monday, Nov. 30, Hon. WILLIAM F. HAVEMEYER, Mayor of the City of New-York, in the 71st year of his age.

A funeral service for the family and immediate friends will be held at his late residence, at 9:30 o'clock, on Saturday morning, 5th inst., and at 11 o'clock a public service at St. Paul's M. E. Church, corner 4th av. and 22d st.

LIVERMORE.—On Wednesday morning, Dec. 2, CHARLES F., only child of Charles F. and Emma R. Livermore, aged 13 months and 2 days.

Relatives and friends are invited to attend the funeral, at the residence of his parents, No. 381 5th av., on Friday afternoon, Dec. 4, at 3 o'clock.

MIDDLETON.—On Sunday, the 29th inst., after a lingering illness, ANN MIDDLETON, widow of the late Robert Middleton, M. D.

The relatives and friends of the family are invited to her funeral, from her late residence, No. 220 East 13th st., on Thursday at 2 o'clock.

ROGERS.—At Millburn, N. J., Dec. 1, ROBERT ROGERS, aged 78 years.

Relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his son-in-law, Geo. F. Brown, on Friday, Dec. 4, at 1 o'clock P. M.

SIBLEY.—Nov. 30, of congestive asthma, MARGARET HARPER, only child of Hiram W. and Margaret H. Sibley, aged 11 months and 14 days.

The funeral will take place on Thursday, Dec. 3, at 1:30 P. M., at the residence of her parents, No. 31 East 44th st.

SILKMAN.—On Tuesday, Dec. 1, 1874, at her late residence, Rahway Neck, N. J., PHEBRETTE SILKMAN, wife of David Silkman, in the 60th year of her age.

The relatives and friends are invited to attend the funeral on Friday, at 2 o'clock, from the Methodist Episcopal Church, Woodbridge, N. J. Train leaves foot of Cortlandt and Desbrosses sts. at 10 A. M.

STRONG.—On Monday night, at her residence, Newtown, Long Island, ALLETTA REMSEN, widow of the late James Strong, in the 87th year of her age.

The relatives and friends of the family are invited to attend the funeral services at the Reformed Dutch Church, Newtown, to-day, (Thursday,) on the arrival of the 10 o'clock train of the Flushing and North Shore Railroad from Hunter's Point.

SUTTON.—At Philadelphia, Monday, Nov. 30, of diphtheria, DANIEL JUDSON SUTTON, son of Rev. J. Ford and Kate Holden Sutton, aged 2 years and 6 months.

Funeral services at the residence of Mrs. Horace Holden, No. 15 West 12th st., Thursday, 3d inst., at 11 o'clock.

WAINWRIGHT.—At Hartford, Conn., Nov. 30, of typhoid fever, Rev. FRANCIS C. WAINWRIGHT, son of the late Bishop Wainwright.

Funeral services at Trinity Chapel, 25th st., on Thursday, the 3d inst., at 11 o'clock A. M. Relatives and friends are invited to attend.

WESTCOTT.—On Tuesday, Dec. 1, MARY W., wife of the late William B. Westcott, aged 54 years.

Friends of the family are invited to attend the funeral from her late residence, No. 77 Nassau st., Brooklyn, on Thursday, Dec. 3, at 11 A. M.

MISCELLANEOUS.

AS A FAMILY LINIMENT, THE HOUSEHOLD PANACEA is invaluable. Immediate relief follows its use in all cases of pain in the stomach, bowels, or side; rheumatism, colic, colds, sprains, and bruises. For internal and external use.

TO CLEANSE AND WHITEN THE TEETH; to remove tartar from the teeth; to sweeten the breath and preserve the teeth; to make the gums hard and healthy, use BROWN'S CAMPHORATED SAPONACEOUS DENTIFRICE. 25 cents a bottle.

CHILDREN HAVING WORMS REQUIRE immediate attention. BROWN'S VERMIFUGE COMFITS, or WORM LOZENGES give the best possible effect. Sold by druggists. 25 cents a box.

MISCELLANEOUS.

THE NEW-YORK ASSOCIATION FOR IMPROVING THE CONDITION OF THE POOR.—The thirty-first annual report and directory are now ready. Subscribers will be supplied as early as practicable at their residences, or immediately by sending to the office, Room No. 59 Bible House, 8th st. The following officers of the association and Chairmen of the Ward Committees are authorized to receive subscriptions, viz.:

JAMES BROWN, President, No. 59 Wall st.
HORATIO ALLEN, Vice President, No. 63 William st.
JAMES LENOX, Vice President, No. 53 5th av.
JOHN C. GREEN, Vice President, No. 71 South st.
WM. H. ASPINWALL, Vice President, No. 54 South st.
EDWARD S. JAFFRAY, Vice President, No. 350 Broadway.
ROBERT B. MINTURN, Treasurer, No. 78 South st.
ROBERT M. HARTLEY, Corresponding Secretary, No. 59 Bible House.
GEORGE GRISWOLD, Recording Secretary, No. 71 South st.

Elected Managers—Stewart Brown, No. 59 Wall st.; Jonathan Sturges, No. 125 Front st.; Erastus C. Benedict, No. 64 Wall st.; Robert Lenox Kennedy, No. 29 Nassau st.

Chairmen of Ward Committees—First, Second, and Third Wards, George W. Abbe, No. 8 Pine st.; Fourth, Charles Chamberlain, No. 162 South st.; Fifth, Dr. James B. Van Kleeck, No. 160 Franklin st.; Sixth, John Boyd, No. 12 Franklin st.; Seventh, William Abbott, No. 62 Pike st.; Eighth, John Endicott, No. 32 Charlton st.; Ninth, Peter A. Welch, No. 383 West st.; Tenth, Thomas U. Sutton, No. 43 Rivington st.; Eleventh, Dr. Heury E. Crampton, No. 238 East 12th st.; Twelfth, James Manchester, No. 315 East 120th st.; Thirteenth, Washington Thomas, No. 434 Grand st.; Fourteenth, Henry P. West, No. 183 Grand st.; Fifteenth, Frederick A. Conkling, No. 27 East 10th st.; Sixteenth, James Spence, No. 129 8th av.; Seventeenth, Samuel B. Smith, No. 25 West 26th st.; Eighteenth, Adam W. Spies, No. 50 East 21st st.; Nineteenth, Joseph L. T. Smith, No. 329 East 49th st.; Twentieth, Darius M. Bliss, No. 1,255 Broadway; Twenty-first, John Pullman, No. 232 East 39th st.; Twenty-second, Erastus H. Munson, No. 156 West 48th st.

ROBERT M. HARTLEY, Corresponding Secretary.
No. 59 Bible House, New-York.

NO. 1 MAIDEN LANE. NO. 556 BROADWAY.

FINE SATCHELS,

FINE LEATHER GOODS,

AND POCKET-BOOKS.

GROUCH & FITZGERALD.

NEW-YORK, Dec. 2, 1874.

AT A SPECIAL MEETING OF THE BOARD OF Directors of the Bank of North America, held this day, the following preamble and resolutions were adopted:

Whereas, It seems fitting that while the City of New-York is mourning the loss of its Chief Magistrate, the late Wm. F. Havemeyer, an association with which he was long and intimately connected, should, in some suitable manner, recognize this sudden bereavement; therefore, by the Directors of the Bank of North America, in special session convened, be it

Resolved, That as the life of Mr. Havemeyer and his administration as President of the Bank of North America for the period of ten years, was, to his associates, an example of unswerving integrity and strict fidelity; his death, while engaged in the performance of duties to which the voice of a great City had called him, is to the whole business community a loss, and a fit occasion for sincere regret. Respected and honored in life, in death a City wears for him the emblems of mourning.

Resolved, That to his son, (his successor in this Board of Directors,) and to all the surviving members of his family, we cordially extend our sympathy in this hour of their sorrow.

Resolved, That the foregoing preamble and resolutions be entered at length on the records of this association, and that a copy of the same, properly engrossed, be sent to his family.

THE CELEBRATED PHYSICIAN AND surgeon, Warren Stone, was correct when he stated that BETHESDA MINERAL SPRING WATER possessed wonderful curative properties in diseases other than those of the kidneys and bladder, as this extraordinary case proves:

ROSEVILLE JUNCTION, Cal., April 13, 1874.

I take pleasure in informing you of my almost miraculous cure from the use of Bethesda Water. I had been under treatment of several physicians in Sacramento, Ohio, and my own town, Roseville, for Leucorrhœa, and had been troubled with swelled limbs and scrofula, fever sores on them, also an inward fever. After use of Bethesda two days, the inward fever left me entirely, and within the short space of two weeks, the sores on my limbs burst and discharged a large quantity of bloody matter; one of my knees was so stiff I could not bend it; after the sores quit discharging, the joint became flexible, as in health, my limbs healed, and at the present time I am able to go around as well as any one, enjoying the free use of my limbs, and am well, but shall continue the use of the water for some time to come, that it may not return. Yours respectfully,

Mrs. AMANDA M. SMITH.

Pamphlets free at depot and offices, No. 200 Broadway, New-York. A. HAWLEY HEATH, M. D.

POST OFFICE NOTICE.

The mails for Europe for the week ending SATURDAY, Dec. 5, 1874, will close at this office as follows: On TUESDAY at 9 A. M., on WEDNESDAY at 8:30 A. M., on THURSDAY at 11:30 A. M., and on SATURDAY at 11 and 11:30 A. M. T. L. JAMES, Postmaster.

R. STUART WILLIS, ATTORNEY AND Counselor at Law, Notary Public, No. 182 Broadway, Room No. 4 New-York.

NEW PUBLICATIONS.

GLADSTONE'S PAMPHLET COMPLETE.

HARPER'S WEEKLY,

No. 937, published this day,

Contains

FULL-PAGE PICTURES BY FRENZENY AND TAVERNIER AND THOMAS NAST.

A FINE PORTRAIT OF MAYOR HAVEMEYER.

COMICS BY AEINHARDT AND NAST.

The Continuation of

THE LAW AND THE LADY,

By WILKIE COLLINS,

Illustrated by celebrated Artists.

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"ONE TOUCH OF NATURE."

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An Extra Copy of either the MAGAZINE, WEEKLY, or BAZAR will be sent gratis for every Club of FIVE SUBSCRIBERS at $4 each, in one remittance; or, Six Copies for $20, without extra copy; postage prepaid by the Publishers.

THE TAINE-DORE PYRENEES,

WHICH WAS OUT OF PRINT BEFORE LAST CHRISTMAS,

AND HAS BEEN SELLING AT A PREMIUM,

CAN NOW BE HAD IN A NEW EDITION.

PRICE $10,

MOROCCO, $20.

HENRY HOLT & CO.,
New-York.

CHEAPEST BOOKSTORE IN THE WORLD
60,782 magnificent English Books,
AT OUR PRICE.
115,672 Illustrated Juvenile Books,
AT YOUR PRICE.
120,672 Bibles, Prayer-books, &c.,
AT ANY PRICE.
New catalogue, No. 41, free. Send stamp.
LEGGAT BROTHERS, No. 3 Beekman st.

SCIENCE IN STORY.

By Dr. E. B. FOOTE, author of PLAIN HOME TALK, MEDICAL COMMON SENSE, &c. Just the thing for the HOLIDAYS. Agents wanted in City and country. Call or address MURRAY HILL PUBLISHING COMPANY, No. 129 East 28th st., New-York.

POLITICAL.

REPUBLICAN PRIMARIES.

The Republicans of the City of New-York will meet at the head-quarters of the respective district associations on TUESDAY EVENING, Dec. 8, at 7 o'clock, for the purpose of electing officers and delegates to the Central Committee for the ensuing year.

By order of the Republican Central Committee.

JOEL W. MASON, First Vice President.

GEO. W. LYON,
JAS. R. DAVIES, Secretaries.

REGULAR MONTHLY MEETING OF THE Sixth Assembly District Republican Association will be held THIS (Thursday) EVENING, Dec. 3, at No. 384 Grand st. ROBERT MOORE, President.

JAMES O. ELLERY, Secretary.

COMMERCIAL AFFAIRS.

NEW-YORK, Wednesday, Dec. 2, 1874.

The receipts of the principal kinds of Produce since our last have been as follows:

Ashes, pkgs.	31	Pea-nuts, bags	4
Beans, bbls.	240	Rosin, bbls.	1,238
Cotton-seed-oil, bbls.	268	Rice, pkgs.	282
Copper, cakes	163	Oil-cake, pkgs.	660
Cotton, bales	3,938	Pork, pkgs.	900
Dried Fruit, pkgs.	439	Beef, pkgs.	181
Eggs, bbls.	976	Cut-meats, pkgs.	841
Flour, bbls.	7,859	Lard, tcs.	1,790
Meal, bags	520	Butter, pkgs.	5,016
Wheat, bushels	23,500	Cheese, pkgs.	7,953
Corn, bushels	7,600	Sugar, bbls.	319
Oats, bushels	10,960	Starch, pkgs.	1,100
Malt, bushels	3,380	Skins, bales	4
Barley, bushels	8,989	Stearine, pkgs.	86
Peas, bushels	225	Spelter, plates	1,000
Oat-meal, bbls.	100	Tallow, pkgs.	121
Hemp, bales	2	Tea, pkgs.	15
Hops, bales	891	Tobacco, hhds.	112
Hides, bales	228	Tobacco, pkgs.	704
Lead, pigs	547	Wool, bales	128
Leather, sides	6,946	Whisky, bbls.	613

BRICKS—A fair demand prevails for the leading kinds, at generally firm prices. We quote stock afloat thus: Pale, $3@$3 50; Jersey, $5 50@$6; Up River, $6 50@$7 25; Haverstraw, $7 25@$8; Croton Front at $12 for brown, $13 for dark, and $14 for red; Philadelphia Facing, $28@$32; Baltimore, $50@$55 ⅌ 1,000.

CANDLES—There has been a moderate inquiry noted for most kinds of stock, almost wholly in a jobbing way, on the basis of previous quotations. Adamantine quoted at 13c.@17½c.; Paraffine, 26c.@27c.; Sperm, plain, 28c.; Sperm, patent, 38c.@39c.; Stearic, 27c.@28c. ⅌ ℔.

COAL—The general market shows but little animation. The demand in the wholesale line has been limited, and mainly to meet urgent wants. Prices have been quoted steady, holders not pressing supplies on the market. Liverpool House Cannel quoted at $18; do. Gas Cannel at $12; Newcastle and Scotch Gas, $8; American Gas, $7@$7 75; Cumberland Soft at $6 25@$6 75, and Anthracite at $4 75@$6 50 ⅌ ton. The retail business has been on a moderate scale at former rates.

COCOA—Has been inactive at former figures; Maracaibo quoted at 27c.@29c.; Caracas, 14c.@16c.; Guayaquil at 10c.@11c., and San Domingo at 7c.@7½c., gold.

COFFEE—Steady, but quiet; quotations as in our last; sales, 500 bags Rio by the Ontario, and 500 bags do. by the Fairy Belle, here, and 2,640 bags do. by the Laura, at Baltimore, on private terms.

COOPERAGE STOCK—Has been quoted steady, with a fair inquiry noted for the leading kinds.

CORDAGE—Has been inactive and weak in price; quotations nominally as before.

COTTON—A very moderate demand has been noted for early delivery, mostly on export account, at essentially unchanged prices. Sales have been reported since our last of 1,534 bales, (of which 492 bales were placed on last evening,) including 1,067 bales to shippers, 367 bales to spinners, and 100 bales to speculators. The following are the quotations in New-York, as based on the old standard, and on Cotton in store, running in quality not more than half a grade above or below the grade quoted: Ordinary, 13c.; Good Ordinary, 14⅛c.; Strict Good Ordinary, 14⅜c.; Low Middling, 14⅝c.; Middling, 15c.; Good Middling, 15⅞c. ⅌ ℔. A fairly active business has been reported for forward delivery, but at irregular prices, closing more firmly. Sales have been reported since our last of 23,400 bales (of which 3,000 bales were on last evening, and 20,400 bales to-day) with 3,800 bales more at the calls, on the basis of Low Middling, with December options closing at 14 21-32c.@14 11-16c.; January, 14 15-16c.@14 31-32c.; February, 15 9-32c.@15 5-16c.; March, 15 21-32c.; April, 15 15-16c.@15 31-32c.; May, 16¼c.; June, 16½c., and July at 16⅝c. ⅌ ℔. Which figures indicate an improvement of 1-16c.@3-32c. ⅌ ℔., as compared with the final quotations of yesterday. The receipts at this port to-day were 3,038 bales, including 336 bales from Norfolk, 1,137 bales from Charleston, 845 bales from Savannah, 347 bales from Wilmington, and 373 bales per railroad. The receipts at the shipping ports to-day were 28,656 bales, and thus far this week 113,238 bales, against 107,789 bales same time last week. The receipts at all the ports since Sept. 1, 1874, have been 1,390,536 bales, against 1,112,975 bales same time the previous year. Consolidated (four days') exports to Great Britain, 56,293 bales; to the Continent, 12,347 bales. Stock in New-York, 106,967 bales; consolidated stock at the ports, 583,100 bales. The following quotations are based on Cotton according to the new classification:

New-York Quotations, based on American Standard of Classification.

	Uplands.	Alabama.	N. Orleans.	Texas.
Ordinary	12¾	12¾	12½	12½
Good Ordinary	13⅞	13⅞	14⅛	14⅛
Low Middling	14⅜	14½	14⅜	14⅜
Middling	14¾	14⅞	14¾	14¾
Good Middling	15	15⅛	15¼	15¼
Middling Fair	15⅜	15½	15¾	15¾
Fair	15⅝	16	16¼	16¼

DYEWOODS—Have been sparingly offered and have been in fair demand at buoyant prices. San Domingo Logwood quoted at $23, currency; Jamaica do., $22@$23; Lima Wood, $75@$80, currency; Camwood, $180, gold, ⅌ ton. Stock, 2,500 tons Lima Wood, 253 tons Logwood, and 107 tons Sapan Wood.

EGGS—Have been quoted about steady on, however, a restricted business, within the range of from 24c.@27c. for ordinary to fancy, the main inquiry having been for stock available at 28c.@30c. for good to strictly choice marks. Limed stock quoted at 21c.@25c.

FISH—The general market has been quoted about steady, on, however, a comparatively slow movement in the leading kinds of stock. We quote Dry Cod at from $5@$6 50, chiefly at $5 75@$6 25 ⅌ cwt.; No. 1 Mackerel at $10 50@$14; No. 2 at $9 50@$10 50; No. 3 at $8@$9 ⅌ bbl. Pickled Herrings at $4 75@[illegible]; Smoked Herrings, 30c.@35c. for scaled, and 25c.@[illegible] for No. 1 ⅌ box. Dutch Herrings, $1 05 ⅌ keg.

FIRE-CRACKERS—Have been moderately inquired for and quoted at $2 40@$2 45 for full count.

FLOUR AND MEAL—A moderate business has been reported in State and Western Flour at steady prices. Some inquiry has been noted for lines of Shipping Extras, chiefly for stock available at from $5 10@$5 35 ⅌ bbl. delivered. The sales since our last have been [illegible]00 bbls., of all grades, including No. 2 Flour at $3 [illegible]@$4 30, chiefly at $4@$4 25; Sour Flour at $4 [illegible]@$5 50; inferior to very fancy Superfine State and Western at $4 20@$4 75, chiefly at $4 35@$4 50 for fair to good, and $4 60@$4 65 for choice; inferior to very good Extra State at $4 90@$5 30, mainly at $5 15@$5 25; very good to very fancy do. [illegible]; City Mills Extra at $5 25@$6, chiefly at $5 50@$6; very poor to very choice shipping Extra Western at $4 90@$5 35, mainly at $5 10@$5 35; poor to choice round-hoop Ohio at [illegible] $5 30; poor to choice Minnesota Extra for shipping at $5 10@$5 75, mostly at $5 35@$5 50, and [illegible] and Family Extras within the previous range.... Included in the transactions have been further sales of [illegible] bbls., shipping stock, in good part Milwaukee and Minnesota Extras and City Mill product, on the basis of our quotations....Southern Flour quiet; un[illegible] trade. Sales, 900 bbls....Rye Flour steady, on a moderate trade; sales, 490 bbls....Corn-meal quoted as in our last; sales, 800 bbls., including 300 Golden Ear at $4 75 ⅌ bbl.

GRAIN—Spring Wheat has been quoted rather easier in price, on fair offerings of stock, and a moderate demand, mostly from export buyers. The actual dealings, however, indicate no important alteration in values from the closing figures of yesterday. Winter Wheat has been offered with reserve, and has been quoted very firm, but has been quiet. Sales have been reported since our last of 199,000 bushels at $1 08@$1 10 for poor to very choice New No. 2 Chicago Spring, mainly at $1 09 for stock, afloat, which was the closing price yesterday; $1 12@$1 13, mainly at $1 12, for No. 2 Milwaukee Spring, car-lots, with $1 12 up to $1 14 asked for boat-loads; $1 03@$1 24 for Graded Spring, car stock; $1 09@$1 10 for New North-west Spring, car-lots; $1 17@$1 25 for [illegible]; $1 04@$1 07½ for No. 3 Spring; $1 18 for poor to very choice Red Western; $1 26 for fair to extra choice Amber do.; $1 25@$1 38 for good to very choice White Western....Corn has been fairly active, with old Mixed Western, afloat, in good request, chiefly for export, and quoted very firm. Sales have been reported since our last of 93,000 bushels at 92c.@94c. for old Mixed Western, in store and afloat, nearly all at 94c. for prime, [illegible] 88c.@91c. for poor to strictly prime [illegible] Mixed do.; 91c.@92c. for Yellow Western; 89c. for new White Western....Rye [illegible] within the nominal range of 93c.@97c.... [illegible] quiet and quoted easier in price. Sales 9,600 bushels prime Canada West at $1 50, and 9,500 bushels on the basis of $1 30 for fair two-rowed....Barley-malt at former nominal quotations....Canada Peas more active at the decline, exporters buying freely. Sales 21,500, bushels, in bond, at $1 11@$1 14, closing at $1 13 per bushel....Oats have been in unusually brisk demand, mostly on speculative account, in good part also for trade purposes, at advanced prices, closing firmly and buoyantly. The dealings have been mainly in Mixed Western, in store, taken on [illegible]. Sales have been reported, since our last, of [illegible] bushels at 67c.@70c. for Mixed Western, [illegible]½c.@68c., in store, and 69c.@70c., afloat, [illegible] at 68c. in store and 70c. afloat; 69c.@72c. for White Western; 69c.@70c. for White State; and [illegible] for Mixed State, mainly at 69c. for stock [illegible] and about as last quoted.

[illegible] BAGS AND BAGGING—Have been in very [illegible] request, with Bags quoted at 11⅛c.@11¼c.; Bagging at 9½c.@9¾c.; Domestic Bagging at [illegible]. Sales, 500 rolls Domestic Cloth on private terms.

HAY AND STRAW—Bale Hay has been rather quiet, [illegible] at unaltered prices; shipping grades [illegible]@65c. for good to strictly prime; retail [illegible] at 65c.@$1; Clover, 50c.@60c.; Salt Hay, [illegible]. Straw has been inactive, including Rye [illegible]; Oat, 45c.@55c., and Wheat, 40c. ⅌ 100 [illegible].

HEMP—Of Jute Butts, 1,550 bales have been sold at [illegible], currency. Other kinds dull, at old figures.

HIDES—Have been in demand at about steady rates; [illegible] Galveston at 22c., four months; 2,100 [illegible] at 24½c., four months; 1,000 Mexican, [illegible] Texas, and 600 Matamoras on private [illegible]; [illegible] City Slaughter at 11½c.

HOPS—Have been moderately sought after, with [illegible] grades held with firmness. American, [illegible] quoted 35c.@45c.; American, crop 1873, [illegible]; American, 1872, 12c.@15c.; Olds, all [illegible] 12c.; Foreign, 1873, 18c.@25c.; California [illegible]@48c. ⅌ ℔. The freighting difficulties impede the export movement.

[illegible] AND LUMBER—There has been a [illegible] movement noted in the leading [illegible] with values ruling essentially as last [illegible].

[illegible] The demand for desirable qualities of [illegible] fair, on a steady basis as to prices. [illegible] New-Orleans 120 bbls. new crop sold [illegible] market otherwise dull.

[illegible]S—Resin dull and rather easier in [illegible] quoted at $2 25@2 30; sales, 450 [illegible] at $2 60@$4 50 ⅌ 280 ℔s....Tar [illegible] as last quoted....Spirits Turpentine, merchantable quoted at 34½c.@35c.; sales, [illegible] at the latter rate....Stock in yard, [illegible] 2,761 bbls. Tar, and 7,904 bbls.

[illegible] been quoted barely steady, on a re[illegible] with Common Fence and Sheathing, quoted at $3 50@$3 60, in large and [illegible] 9d., $3 85; 6d. and 7d., $4 10; [illegible] 4d. 2d. and 4d., $5 10; 3d. fine, [illegible]; Cut Spikes, all sizes, $4; Finishing [illegible] above the same sizes of common; [illegible] $6 25.

[illegible] Crude, in bulk, quoted firmer, but [illegible] bbls. at 5 5-16c., held at the close at [illegible]. Refined inactive at 10½c.@10⅝c. [illegible] Philadelphia, showing less firmness [illegible] 13¼c.@16½c....City Naphtha, [illegible]

[illegible] less active, but held with some [illegible]; 425 bbls. old Western Mess sold, [illegible] new quoted at $21 25, and Extra [illegible] as in our last. And for forward [illegible] Mess, 1,000 bbls. new, February [illegible] $21 75 ⅌ bbl....Dressed Hogs [illegible] City quoted at [illegible] for strictly prime [illegible] include 5,000 Pickled [illegible] 1,150 Smoked [illegible] Bellies at 10c.@10[illegible] @11c., and small lots [illegible]. Also, 125 bxs. Clear [illegible] Western delivery, some [illegible] but without reliable [illegible] but stiffly held. Sales [illegible] City Long Clear, in lots [illegible] Clear, December and January [illegible] has been moderately active [illegible]

opening lower, subsequently rallying about ⅛c. ⅌ ℔., and closing again rather weak. Sales have been reported since our last of 400 tcs. Western Steam at 13⅝c.@13 13-16c., closing at 13⅝c.; 225 tcs. City do. at 13⅛c.@13⅜c., closing at 13⅜c.; 200 tcs. No. 1 City at 13⅛c.; 450 tcs. Refined, for the Continent, at 14⅜c., quoted at the close at 14⅜c., and West India stock at 14½c. And for forward delivery a brisk trade has been reported in Western Steam, embracing sales of 2,250 tcs. December options, at 13⅝c.@13¾c., closing at 13⅝c.@13 11-16c.; 5,750 tcs. January, at 13⅝c.@13¾c., closing at 13 11-16c.@13¾c.; 5,750 tcs. February, at 13⅞c.@14c., closing at 13 15-16c.@14c., and 1,500 tcs., seller six months, at 13⅝c. ⅌ ℔....Beef in slack request at unaltered figures....Butter has been offering more freely, and prices have been generally quoted as favoring buyers, on a restricted trade. We quote the range on firkins, tubs, and pails from 25c.@38c. for ordinary to very choice State and near-by products; 38c.@45c. for very choice to fancy, the latter an extreme; 18c.@30c. for fair ordinary to strictly prime Western, and 32c.@35c. for strictly choice to very fancy....There has been a fair inquiry noted for Cheese, which has been held with a fair show of confidence. We quote: State Factory at 12½c.@16c. for fair to fancy, chiefly at 13½c.@16c. for good to fancy, the latter an extreme; State Dairy, 7c.@15c.; Western, 6c.@15c. ⅌ ℔.

RICE—Has been in moderate request and has been held with firmness. Carolina ordinary to choice quoted at $6 87½@$8 50; Louisiana, $6 25@$8; Rangoon, free, at $6 12½@$8 37½, and in bond, at $2 75@$3; and Patna, free, at $7@$7 50, and in bond, at $4 25 ⅌ 100 ℔s. Stock, 300 casks and 500 bbls. domestic, and 13,300 bags East India.

SEED—Clover has been in more demand on the basis of 10¼c. for prime, with sales reported of equal to 800 bags, part to arrive. Other kinds dull, but quoted steady.

SKINS—Business has been on a moderate scale, with prices quoted about steady.

SOAP—Has been in moderate request at steady rates, chiefly in a jobbing way. Castile quoted at 9c.@9½c., currency; Colgate's Pale at 7½c.; Family, 8c., and W. F. Taylor's do. at 6½c., less usual discount.

SPICES—A restricted jobbing trade has been done at about former prices. Invoices have attracted very little attention. Mace quoted at $1 18@$1 25 for common to strictly prime; No. 1 Nutmegs, $1 08@$1 11; Cassia, 24c.; Cloves, 41c.@43c. East India Pepper at 21c.@21½c.; White Pepper at 26½c.@27c.; Pimento at 11¾c.@12c.; Ginger, 11c.@11½c. ⅌ ℔.

SUGARS—Raw quoted steady, on the basis of 8¼c.@8⅝c. for fair to good Refining, with rather more demand noted; sales, 800 hhds. Centrifugal at 9c.; 66 bxs. Derosne at 8 15-16c., and 433 hhds. Molasses Sugar at 7 13-16c. ⅌ ℔. Refined essentially unchanged.

STARCH—Has been moderately sought after, with Western Corn at 4⅞c.@6c.; Potato quoted at 5⅞c.@6¼c. for new.

SUMAC—Has been rather inactive, yet quoted steady, with Virginia at from $52 50@$60 ⅌ ton. Sicily at from $105@$110 ⅌ ton.

TALLOW, &c.—Tallow held firmly, but comparatively quiet; sales equal to 80,000 ℔s., good to strictly choice, within the range of 8⅝c.@8¾c. ⅌ ℔....Stearine quiet, but without further change; prime quoted at 15¼c.@15½c. ⅌ ℔....Of Grease 200 tcs. sold at 10½c.@11c. ⅌ ℔.

WHISKY—Sold to the extent of equal to 600 bbls., in lots, at $1 02 ⅌ gallon, showing a more active market at the slightly reduced price.

FREIGHTS—Room on berth, especially for British ports, has been scarce and held at extreme rates, checking business. Grain and Cotton most wanted. The chartering business has been quite moderate, with rates, however, well maintained. Grain, Petroleum, and Tobacco tonnage most sought after in the local market....For Liverpool, the engagements reported since our last have been, by sail, 500 bales Cotton at 9-32d. ⅌ ℔.; 8,000 bushels Grain at 9d. ⅌ bushel; 75 hhds. Tallow at 35s. ⅌ ton; and by steam, 730 bales Cotton at ⅜d.@7-16d. ⅌ ℔.; 8,000 bushels Grain (prompt shipment) at 10d. ⅌ bushel; 600 bbls. Apples at 5s. ⅌ bbl.; 150 tons Provisions at 50s. ⅌ ton; 50 pks. Tallow on private terms; 150 tcs. Beef at 8s. ⅌ tierce; 20 bbls. do. at 5s. 9d. ⅌ bbl.; 100 pks. Leather reported at 75s. Also a British ship, 1,185 tons, placed on the berth hence for general cargo. And two ships, 1,769 and 1,315 tons, with Wheat, reported from San Francisco, on private terms; a British bark, 335 tons, with Sugar, reported from Cherippe, at 65s. 3d.; a British bark, 491 tons, and a German schooner, 182 tons, with do., reported from Cerro Azul, at 65s....For London, by sail, 1,000 Oars, at ⅜d. ⅌ foot, running measurement; 150 bags Seed, reported at 35s. ⅌ ton; and, by steam, 1,000 bales Hops, reported at ⅜d.@½d. ⅌ ℔. Also, an American ship, 1,239 tons, with Guano, reported from Lobos, at 70s.; and three barks, 742, 593, and 522 tons, with Guano, reported from Mepillores, at 62s. 6d....For Cork and orders, a British brig, 362 tons, hence, with about 2,400 bbls. Refined Petroleum, at 5s. 5d.@5s. 6d., according to lay days; a bark with about 4,000 tons Grain, from Baltimore, at 7s. 6d., quoted in the local markets at 7s. 6d.@7s. 9d. ⅌ quarter; also three ships, 1,370, 1,270, and 1,054 tons, with Wheat, reported from San Francisco, on private terms; and a ship, 1,005 tons, with guano, reported from the Peruvian Deposits, also on private terms....For the Continent, a British bark, about 850 tons, with Cotton from Savannah and Charleston, reported at ½d. ⅌ ℔....For Havre, a ship, with Cotton from New-Orleans, reported at 1c. ⅌ ℔.; also, two barks, 567 and 440 tons, with Guano, reported from Lobos, at 70s....For Antwerp, by steam, 500 tcs. Lard at 50s. ⅌ ton....For Bremen, by steam, 500 tcs. Lard at 42s. 6d. ⅌ ton; and, by sail, 200 cases Tobacco on private terms....For Rotterdam, by steam, 100 bales Cotton at ⅝c. for compressed, ⅌ ℔.; 700 salted Hides at 37s. 6d.; 50 cases Tobacco on private terms....For Genoa, Leghorn, or Naples, an American bark, 309 tons, with about 1,600 bbls. Petroleum, from Philadelphia, at 4s. ⅌ bbl....For Oporto, a Swedish brig, 277 tons, hence with Grain, in shipper's bags, at 10c. ⅌ bushel—an advance of 1c. ⅌ bushel on the next preceding quotation mentioned in our last....For the Mediterranean, some inquiry was noted for tonnage for the Tobacco trade, with full rates quoted....For Pernambuco, an American schooner, with Lumber, from Brunswick, reported at $20....For Havana, a French bark, 369 tons, with Guano, reported from Macabi, at $19, gold....For Porto Rico, an American brig, 196 tons, hence, with general cargo, reported at $1,100....For Jamaica some demand was noted for suitable tonnage, but the bids were unsatisfactory....For St. Thomas, a schooner, with Coal, from Baltimore, reported at $2 50, gold, ⅌ ton....For the north side of Cuba, and back, a brig and two schooners, reported at $5@$5 25....For Matanzas, a schooner, with Lumber, from Satilla River, reported at $8, gold. For Fall River, a schooner, with Lumber, from Jacksonville, reported at $7 25....For New-York, a schooner, with Lumber, from Savannah, reported at $7; and another, with do., from Satilla River, at $7.

LIVE STOCK MARKETS.

NEW-YORK, Wednesday, Dec. 2, 1874.

Trade was small and slow in Live Stock on this forenoon, the chief reason for which is that the quality of the flocks and herds forwarded to this City for sale is not good enough to satisfy the demand; also, heavy supplies of Poultry and Game are to hand. Beeves sold at 7½c.@11½c. ⅌ ℔., weights 5 cwt. to 7½ cwt. Milch Cows sold at $60@$75 ⅌ head; Veals at 8c.@10c. ⅌ ℔.; Sheep at 5c.@6¾c. ⅌ ℔.; Lambs at 6½c.@7½c. ⅌ ℔.; Live Hogs at $6 90 ⅌ cwt.; City Dressed at 8⅞c.@9c. ⅌ ℔.

SALES.

At One Hundredth Street Yards—S. Moses sold for self 20 Cherokee Steers at 8½c. ⅌ ℔., weight 5 cwt.; 69 poor quality Illinois Steers at 9¾c. ⅌ ℔., weight 6¼c. cwt. Siegel & Meyer sold for selves 72 common Illinois Steers at 10c. ⅌ ℔., weight 6¼ cwt.; 54 common Illinois Steers at 10⅜c. ⅌ ℔., weight 6½ cwt.; 68 fair Illinois Steers at 11c. ⅌ ℔., weight 7 cwt. T. C. Eastman sold for self 69 Texan Steers at 7½c. ⅌ ℔., weight 5½ cwt., strong; 48 corn-fed Texan Steers at 10¼c. ⅌ ℔., weight 7 cwt., strong. W. Thompson sold for self 140 common Illinois Steers at 10⅜c. ⅌ ℔., weight 6¾ cwt., strong; 82 fair Illinois Steers at 11½c. ⅌ ℔., weight 7 cwt. For Rankin & Co. 85 poor quality Illinois Steers at 9c. ⅌ ℔., weight 6¼ cwt., strong.

At Forty-Eighth Street Sheep Market—J. McCabe sold 7 Milch Cows and their Calves from $60@$75 ⅌ head; 3 Veals, weight 310 ℔s., at 8c. ⅌ ℔. S. Mc Graw sold 1 Veal, weight 130 ℔s., at 10c. ⅌ ℔.; 168 Sheep, weight 10,900 ℔s., at 5¾c. ⅌ ℔. Hume & Elliott sold 128 Sheep, weight 9,340 ℔s., at 5¼c. ⅌ ℔. J. Kirby sold 27 Sheep, weight 2,150 ℔s., at 5c. ⅌ ℔.; 110 Sheep, weight 9,810 ℔s., at 5¾c. ⅌ ℔.; 76 Sheep, weight 7,380 ℔s., at 6¼c. ⅌ ℔.; 393 Sheep, weight 39,410 ℔s., at 6¾c. ⅌ ℔.; 12 Lambs, weight 960 ℔s., at 6½c. ⅌ ℔.; 146 Lambs, weight 10,840 ℔s., at 7¼c. ⅌ ℔.

At Fortieth Street Hog Yards—Judd & Buckingham held on sale 4 cars of Sheep, fresh to hand. P. Lerch held on sale 1 car of Sheep and 3 cars of Hogs. J. H. Reid sold 218 rough Ohio Hogs, weight 36,250 ℔s., at $6 90 ⅌ cwt.

RECEIPTS.

Fresh arrivals for yesterday and to-day at One Hundredth Street Yards—830 Beeves, 9 Cows, 332 Calves, with 6 cars of horned Cattle due for C. F. Fagan.

Fresh arrivals for yesterday and to-day at Forty-eighth Street Sheep Yards—2,639 Sheep and Lambs, 8 Cows, 22 Veals, 20 Beeves.

Fresh arrivals at Fortieth Street Hog Yards for yesterday and to-day—9,073 Hogs, 21 Calves, 1,223 Sheep and Lambs.

Gross arrivals at Weehawken Yards for week ending Nov. 30, 1874—1,062 head of horned Cattle, 5,731 Sheep and Lambs, 391 Veals and Calves, 8,413 Hogs, 20 Horses, with 13 cars of Hogs fresh to hand this forenoon consigned direct to slaughterers.

BUFFALO, N. Y., Dec. 2.—Cattle—Receipts to-day, 1,790 head, making the total supply for the week thus far 7,038 head, or 344 cars, against 452 cars for the same time last week. Market active for good to medium Cattle at yesterday's prices; common stock off from ⅛c.@¼c.; but few prime droves offering; about 2,200 head disposed of; sales, 900 Illinois Steers, ranging from 930 to 1,427 ℔s., at $4@$6 75; 19 Illinois Oxen, averaging 1,464 ℔s., at $5; 400 Indiana Steers, ranging from 1,027 to 1,287 ℔s., at $4 50@$5 65; 109 Missouri Steers, ranging from 873 to 1,373 ℔s., at $3 35@$5 25; 200 Indiana Steers, ranging from 1,027 to 1,287 ℔s., at $4 50@$5 65; 18 Ohio Steers, averaging 930 ℔s., at $3 80; 500 Texas Steers, ranging from 981 to 1,071 ℔s., at $3 12½@$4 75; 71 Kentucky Steers, ranging from 1,380 to 1,932 ℔s., at $6 25@$8 25. Sheep and Lambs—Receipts to-day, 3,600 head, making the total supply for the week thus far 8,600 head, against 9,400 head for the same time last week. Market slow and dull, buyers holding off. Canada Lambs full ½c. lower than last week. Western Sheep ¼c. higher. Canada Sheep unchanged. Sales, 1,800 Western Sheep, ranging from 71 to 90 ℔s., at $4 12½@$5 20; Canada Lambs ranging from 78 to 86 ℔s., at $6 60@$6 65; Canada Sheep at $5 25@$5 75. Hogs—Receipts to-day, 3,500 head, making the total supply for the week thus far, 18,100, against 22,400 for the same time last week. Market slow and a shade weaker; about 300 head disposed of; Yorkers, $6 50@$7 00; heavy Hogs, $7 12½@$7 35.

CHICAGO, Dec. 2.—Cattle—Receipts, 2,500; market, improved demand, but still very dull; prices weak; sales, Stockers, $2 50@$3 75; common to choice Native Steers, $4@$4 50; shipments, 1,000 head. Hogs—Receipts estimated at 38,000 head, which, with those left from yesterday, placed fully 75,000 head on the market, and prices will, with warm weather, decline 10c.@20c.; sales ranged at from $4 50 to $7 75 for inferior to extra; general range, $6 60@$7 05; shipments, 5,000 head. Sheep quiet and steady at $3@$4 25.

THE COTTON MARKETS.

MOBILE, Dec. 2.—Cotton firm; Middling, 14¼c.; Low Middling, 14⅛c.; Good Ordinary, 13⅝c.; net receipts, 3,009 bales; exports to Great Britain, 4,332 bales; to the Continent, 2,600 bales; coastwise, 1,489 bales; sales, 2,300 bales; stock, 42,972 bales.

SAVANNAH, Dec. 2.—Cotton quiet; Middling, 14⅛c.; Low Middling, 13⅝c.; Good Ordinary, 13⅛c.; net receipts, 5,045 bales; exports to France, 1,925 bales; coastwise, 771 bales; sales, 1,706 bales; stock, 93,855 bales.

NEW-ORLEANS, Dec. 2.—Cotton steady and unchanged; Middling, 14⅛c.; net receipts, 9,541 bales; gross, 10,561 bales; exports to Great Britain, 3,190 bales; to France, 4,337 bales; sales, 7,400 bales; stock, 188,634 bales.

GALVESTON, Dec. 2.—Cotton weak; offerings light; Middling, 14¼c.; net receipts, 3,808 bales; exports coastwise, 134 bales; sales, 2,057 bales; stock, 71,001 bales.

CHARLESTON, Dec. 2.—Cotton quiet and steady; Middling, 14c.@14 1-16c.; net receipts, 2,922 bales; exports to Great Britain, 2,585 bales; coastwise, 957 bales; sales, 1,000 bales; stock, 53,236 bales.

LAW REPORTS.

COURT CALENDARS—THIS DAY.

COURT OF APPEALS.

ALBANY, Dec. 2.—The following is the Court of Appeals Day Calendar for Dec. 3: Nos. 92, 96, 98, 39, 38, 42, 87, 107.

SUPREME COURT—CHAMBERS.

Held by Westbrook, J.

Nos.
33—Smith vs. Cornell.
80—Sucek vs. Weis.
153—Steinert vs. The Mayor, &c.
154—Riley vs. Corntin.
208—Hilebein vs. Hilebein.
223—Clark vs. Burbank.
243—Frank vs. Harnbach.
255—Matter of Wilsinski.
261—Kimball vs. Fowler.
263—Sucek vs. Wies.
Nos.
269—Murphy vs. Dickinson.
270—Murphy vs. Wheeler.
271—Murphy vs. Gamble.
277—Rosenfeld vs. Ettinger.
278—Trask vs. Peekskill Plow Works.
279—Youngs vs. Wilson.
280—Security Bank vs. Moore.

SUPREME COURT—SPECIAL TERM.

Held by Van Brunt, J.—Court opens at 10:30 A. M.

Nos. Issues of law and fact.
258—Ryckman vs. Ferry.
280—Quackenbush vs. Cammann.
290—Schenck vs. Smith et al.
301—Oppenheimer vs. Von Biela et al.
314—N. Y. Cen. & H. R. R. vs. Keech et al.
320—Sink vs. Sink.
325—Whitlock vs. Niles.
328—Phillips vs. Vaughn et al.
330—Halstead vs. Seaman.
333—Youngs vs. Carter et al.
334—Muller vs. Burchell et al.
335—Youngs vs. Carter et al.
345—Kellogg vs. Watson et al.
348—House of Mercy vs. The Mayor.
350—Corwin vs. McVity et al.
354—Hall et al. vs. Haas et al.
355—Brown vs. Conroy et al.
358—Nash vs. Kemp.
361—Adams et al. vs. Freeman et al.
364—Riggs et al. vs. Pursell et al.
370—Weil vs. Martin.
371—Koehler vs. Strappers et al.
372—Brody vs. Brody.
375—Fellows vs. Rooney et al.
376—Ulmann vs. Haas et al.
6—Getty vs. Devlin et al.
20—Ritter vs. Boody.
39—Mitchell vs. Read.
48—Hasting, &c., vs. Drew et al.
51—Archer et al. vs. Schultz et al.
57—Scott et al. vs. Honeywell et al.
79—Clark, Adm'x, vs. Griswold.
89—Bernstein vs. Rosenblatt.
150—Frueauff, Adm'r, vs. Skiddy et al.
5—Holloway vs. Stevens, &c.

SUPREME COURT CIRCUIT—PART I.

Adjourned for the Term.

SUPREME COURT CIRCUIT—PART II.

Held by Brady, J.

Nos.
3090—Cable vs. Marvin et al.
2618—Delemater vs. Rhodes.
2170—Hyman vs. Grand Trunk R. R. Co. of Canada.
100½—Daly vs. Kelly, Sheriff, &c.
2152—McMahon, Administratrix, &c., vs. The Mayor, &c.
992½—Rhende vs. McKinley.
Nos.
1848—Alexander vs. Fowler et al.
2858—Hatch vs. Parker et al.
2860—Ferris vs. Gardiner.
2864—Oliver vs. Payne et al.
2866—Jacoby vs. Ayres.
4420—Raymond vs. The Mayor, &c.
4370—Cowan vs. The Mayor, &c.
4372—Finnigan vs. The Mayor, &c.

SUPREME COURT—CIRCUIT—PART III.

Held by Van Vorst, J.

Nos.
4065—Kuse, Adm'x, &c., vs. N. Y. & N. H. & H. R. R. Co.
3782—Cole vs. The Mayor, &c.
4375—Basso vs. Levy et al.
1747—Covert vs. Berrian, Executor, &c.
3887—McDonnell vs. The Mayor, &c.
1921—Escomaza vs. Koehler et al.
1953—Benney, Adm'x, &c., vs. Stewart.
1499—O'Donnell vs. The Mayor, &c.
673½—Miller vs. Moller et al.
3353—Barton et al. vs. Hausen et al.
Nos.
2115—Wilcox Silver Plate Co. vs. Green.
993½—Rhende vs. McKinley.
2119—Austin et al. vs. Row et al.
4381—Laurie et al. vs. The Mayor, &c.
4391—Hutchion vs. The Mayor, &c.
1961—Platt, Receiver, &c., vs. Van Orden.
887—Reid et al. vs. Schmale.
4417—Keyser vs. Bernstein.
2127—Sanchez vs. Merchants' Trust Marine Ins. Co. of San Francisco.
2131—Bannan vs. Matthews.

COURT OF GENERAL SESSIONS.

Held by Sutherland, J.

George Kelly, grand larceny.
James Pennington, grand larceny.
Sarah E. Meyer, disorderly house.

DECISIONS.

SUPREME COURT—CHAMBERS.

By Judge Donohue.

Marsh vs. Caldwell; reference ordered.
Ferry vs. Lovney; granted.
Bucknor vs. Steinmetz; granted.
Roberts vs. Hamilton; motion denied.
Matter of Ferris; granted.
Raymond vs. Raymond; decree of divorce granted to plaintiff.
Ducker vs. Doane; motion granted.
Ackerman vs. Bond; granted.
Richards vs. Hare; motion denied.
Mayer vs. Mayer; reference ordered.
Beynold vs. Dobbs; motion denied.
Oscanyan vs. MacKenzie; motion denied without costs.

COMMON PLEAS—SPECIAL TERM.

By Judge Larremore.

Pothamus vs. Bogert; default opened on payment of costs.
Brueck vs. Dale; application denied.
Kenny vs. Cohen; motion granted.
Matter of Kelly; report confirmed, and decree ordered.
Matter of Somers; application denied without prejudice.
The Mayor, &c., vs. Stokes; precept issued.
Grafton vs. Cummings; motion to set aside service of summons denied with costs.
Stewart vs. The Mayor, &c.; reference ordered by consent.
Geraty vs. Allen et al.; perpetual injunction granted.

COURT OF APPEALS.

ALBANY, Dec. 2.—In the Court of Appeals, Wednesday, Dec. 2:

No. 104.—Edward A. Wild, respondent, vs. The New-York and Austin Silver Mining Company, appellants; argued by W. H. Peckham, of counsel for appellant, and by Amos G. Hull for respondent.

No. 106.—Isaac Jackson, respondent, vs. John Andrews et al., appellants; argued by F. J. Fithian, of counsel for appellants, and by E. P. Wheeler for respondent.

No. 103.—William Sanders, respondent, vs. D. Anthony Gillespie, appellant; submitted.

No. 105½.—Frederick J. Wiles, respondent, vs. Matthew D. Bogert, appellant; argued by E. P. Wheeler, of counsel for appellant, and by A. E. Suffern for respondent.

No. 91.—Charles F. Haley, appellant, vs. Henry G. Schmidt et al., respondents; argued by Charles Wehle, of counsel for appellant, and by Charles Tracy for respondent.

Proclamation made and court adjourned to Thursday, Dec. 3, at 10 A. M.

UNITED STATES SUPREME COURT.

No. 92.—*London, Liverpool and Globe Insurance Company* vs. *Colt.*—Error to the Circuit Court for Connecticut.—The facts in this case were that the agents of the company, in August, 1870, solicited an insurance upon his premises, took his application, examined his property, made a survey and schedule, and thereupon completed a parol contract of insurance on the property for the term of five years, at a premium then fixed and agreed to. Credit was given for the payment of the premium till the 1st of October then following, and it was agreed that a policy should be made and that the agents of the company should keep the policy in their possession for Colt till October, for his convenience, as he had no safe and convenient place for keeping papers of value. The premises were destroyed by fire in September, and the defendant demanded the contract of insurance. But the agents declined to deliver it under instructions from the general agent in Boston. Colt tendered the premium when due and demanded his policy, but it was not delivered. The contract provided that the insurance was made unless the risk was declined by the company. No notice of the declination was ever served on the insured. On this state of facts the court directed the jury to find for the insured, and this writ of error maintains that the contract was not binding, because the agents were without authority to give credit for the premium, and because the agents in question were never the agents of the company for the purposes of the contract.

F. Chamberlain for plaintiff in error; R. D. Hubbard and H. C. Robinson for defendant.

No. 19.—*Franklin Fire Insurance Company* vs. *Colt.*—Error to the same court.—This cause presents the same questions stated in the foregoing case, and is heard with it. Same counsel.

COURT OF ARBITRATION.

H. Becker & Co. vs. *The General Insurance Company, of Dresden.*—Judge Fancher has rendered an opinion on the rehearing of the case of H. Becker & Co. vs. The General Insurance Company of Dresden, of which the following are the principal points:

The rehearing of this case was properly granted, for a misapprehension as to some of the facts occurring at the first trial. In the statement of facts, as written down at the time by the arbitrator, were the following sentences: The Herder, in distress, put into the port of Glasgow with her cargo more or less damaged. A portion of the barley, being part of her cargo, was there reshipped in the steamers Ethiopia and Victoria, bound for New-York, to the extent of 2,189 bags, yielding 410,397 pounds, and this portion was received by the owners in New-York. The residue of the barley was sold in Glasgow, justifiably, on account of damage, i. e., 504 bags, containing 102,757 pounds, yielding in money there $2,097 93, and subject to general average charges of $546 33, leaving a net credit of $1,551 60. The insured value of this portion sold in Glasgow was $3,430 43.

* * * * * *

In this case about one-fifth of the shipment of barley was damaged, and was sold in consequence of the damage at an intermediate port. I think the damage was a particular average or partial loss, and that the underwriters are not liable, as for a constructive total loss of the property sold.

The only question that remains is whether the owners have suffered a particular average or partial loss to the extent of ten per cent. Had the actual deterioration of the barley by damage been equal to the percentage, all would agree to the owner's claim under the policy. The extent of the damage has not been determined by a survey, but there was a sale of the damaged portion of the barley. For as much as the expenses of the sale were deducted in Glasgow, and it is not certain on the facts disclosed, whether the sale was made for the purpose of determining the extent of the sea damage, or because the damaged grain was perishable, or for both reasons combined; it does not seem necessary to decide whether these expenses were properly deducted from the proceeds of sale or not. They were, in fact, deducted, and no complaint or question has been made in that respect by the owners. After the deduction of these expenses, the loss does not come up to the required average. In the case of Suydam vs. Marine Insurance Company, 2 Johns, 138, which was twice argued before the Supreme Court of New-York, it was held that the owners had the right to recover for a partial loss which was to be estimated by deducting the net proceeds of sale at an intermediate port from the invoice amount or cost of the goods. The rules for an adjustment of a partial loss are also stated by Phillips, section 1,460; by Kent, 3 Comm. 413,338; by Parsons, and by other writers. In Lawrence vs. New-York Insurance Company, 3 Johns. Cas. 217, it was held that the rule by which to calculate a partial loss in case of a policy of insurance, arising from sea damage, is the difference between the gross proceeds of the sound and damaged; that is a proportion of the prime cost of the damaged goods corresponding to the proportion of the diminution of the gross proceeds thereof. Whatever may be the proper rule of calculating a partial loss, in this case under a valued policy it seems that the damage to the shipment of barley by the partial loss of the 504 bags sold in Glasgow is less than the ten per cent. excepted in the policy. The proceeds to be received by the owners reduce the loss below the average. The result is, that the defendants are liable for the general average charge of $546 33, but are not liable for the particular average or partial loss sustained by the plaintiffs. An award will be made accordingly, and the former decision in this cause is reversed.

WHITTIER'S OPINION OF HIS WORKS.

The Friends' Social Lyceum, of Wilmington, Del., devoted its session on Monday evening last to the consideration of the works of Mr. John G. Whittier. A lady member read a brief and simple chronicle of the poet's life, illustrated by passages from his own poems. She also read the following letter from Whittier himself, in answer to one apprising him of the occasion and the special friendliness of feeling which animated it:

AMESBURY, Mass., Eleventh mo. 22d.

MY DEAR FRIEND: Thy very kind note, informing me that I am to "run the gauntlet" of the Friends' Social Lyceum on the 30th inst., has been received, and I thank thee for giving me fair warning. I suppose it is not expected that any more of my personality than may be found in my writings will be present on the occasion, though it would give me pleasure to look in the faces of those who bear the pleasant name of Friends without too curiously inquiring whether they belong to this or that division of the Ancient Society. But I am not naturally a good listener, and I am afraid that I should not be a very appreciative hearer of my own words.

I have not felt able to place a very high estimate upon my writings. I know too well their deficiencies. But I have given the public the best I had to give, and the measure of favor with which it has been received has been a constant surprise to me. This, at least, I can say truly, that I have been actuated by a higher motive than literary success, and it has been my desire that whatever influence my writing may exert should be found on the side of morality, freedom, and Christian charity.

With every good wish for the success and usefulness of the lyceum, and thanking thee for the kind words of thy letter, I am very truly thy friend,

JOHN G. WHITTIER.

THE REAL ESTATE MARKET.

At the Exchange, yesterday, Wednesday, Dec. 3, the following business was transacted:

Samuel Kreizer, by order of the Supreme Court, in foreclosure, James E. Ray, Esq., Referee, sold the premises on Second avenue, south-east corner of Seventh street, comprising a lot, 26 by 125, with a four-story brick building in front, and a two-story brick stable in rear, for $35,100, the purchaser being Henry Ludemann, plaintiff in foreclosure suit.

Joseph McGuire sold at public auction the new three-story and basement Nova Scotia stone front house, with lot, 20 by about 63, No. 105 East Sixty-second street, north side, 40 feet east of Fourth avenue, for $16,000, to John H. V. Arnold.

Samuel A. Steele, under a Supreme Court foreclosure decree, William Sinclair, Esq., Referee, sold a three-story brick house, with lot, 25.6 by 100, on East Eighty-sixth street, south side, between Third and Fourth avenues, for $8,000, to Emma Blanchard, plaintiff in legal action.

William Kennelly, under a Supreme Court foreclosure order, Thomas Bosse, Esq., Referee, sold a three-story brown stone-front-house, with lot 17 by 100.5, on East Sixty-second street, north side, 279 feet east of First avenue, for $7,000, the purchaser being C. H. Redmond.

E. H. Ludlow & Co., by order of the Supreme Court in foreclosure, Charles H. Hildreth, Esq., Referee, sold a three-story brick building with lot, 22 by 25.6, on East Eighty-second street, north side, 80.2 feet west of Third avenue, for $3,700 to Patrick Sheehy.

V. K. Stevenson, Jr., also by order of the Supreme Court in foreclosure, G. I. Whitehead, Esq., Referee, sold a plot of land 75 by 224 on Railroad avenue, east side, 766 feet south of One Hundred and Forty-fourth street, Morrisania, Twenty-third Ward, for $3,500, the purchaser being the Real Estate Trust Company, plaintiff in the foreclosure proceedings.

The legal sale by Richard V. Harnett of a house and lot on West Twenty-second street, east of Eighth avenue, was adjourned to the 9th inst.; the legal sale by James M. Miller, of one lot on the Grand Boulevard, north-west corner of One Hundredth street, was adjourned to the same date; and the legal sale by the last-named auctioneer of four lots on East Sixty-ninth street, east of Fourth avenue, was postponed to the 16th inst.

TO-DAY'S AUCTIONS.

The list of sales for to-day is as follows:

By E. A. Lawrence & Co., public auction sale of the four-story and basement brown-stone-front house, 21 by 55, with lot 98.1 feet deep, No. 39 West Twenty-fourth street, near Broadway. Also, Supreme Court foreclosure sale, E. D. Gale, Esq., Referee, of the granite building, with lot 79 by 184 by 98.9 by 120 by 19.9 by 64, on Sixth avenue, south-east corner of Twenty-third street, known as Booth's Theatre. Also, similar sale, same Referee, of the house with lot of 19.8 by 50, No. 24 West Broadway. Also, similar sale, same Referee, of a plot of land 150 by 100 by 160 by 105, on Jefferson avenue, east of Ever place, West Farms, Twenty-third Ward. Also, similar sale, J. P. O'Neill, Esq., Referee, of one lot, 25 by 108, on Cross street, north side, 100 feet west of West Farms road, and one lot, 25 by 100, on Cross street, north-east corner of the road leading from West Farms to Hunt's Point, West Farms, Twenty-third Ward.

By A. H. Muller & Son, Supreme Court foreclosure sale, C. A. Runkle, Esq., Referee, of the two four-story and basement brown-stone-front houses, with lots each 20 by 100.5, Nos. 14 and 20 East Fifty-eighth street, south side, between Fifth and Madison avenues. Also, similar sale, A. T. Brown, Esq., Referee, of a plot of land, 200 by 125, on Jerome avenue, north-east corner of James street, Morrisania, Twenty-third Ward.

By Jere. Johnson, Jr., public auction sale of the desirable manufacturing property Nos. 202 and 204 East Twenty-ninth street, south side, 90 feet east of Third avenue, comprising a plot of land 46.8 by 98.9, with large four-story brick building thereon, the first story of which covers the entire plot. A boiler, steam engine, and other machinery will be sold with the building.

By Joseph McGuire, Supreme Court foreclosure sale, Daniel Seymour, Esq., Referee, of a plot of ground, 35.8 by 204 by 42 by —, on West Seventy-eighth street, north side, running through to Seventy-ninth street, 114.4 feet west of Ninth avenue.

By James M. Miller, Supreme Court foreclosure sale, A. H. Wallace, Esq., Referee, of one lot, 21.5 by 100.5, with improvements, on West Fifty-eighth street, north side, 482.1 feet west of Eighth avenue.

EXCHANGE SALES—WEDNESDAY, DEC. 2.

NEW-YORK.

By Samuel Kreizer.

1 four-story brick building, (front,) one two-story brick stable (rear) and lot, 2d av., s. e. corner of 7th st., lot 26x125........$35,100

By Joseph McGuire.

1 three-story and basement Nova Scotia stone front house and lot, No. 105 East 62d st., n. s., 40 ft. e. of 4th av., lot 20x62.2x20x63.3........$16,000

By Samuel A. Steele.

1 three-story brick house and lot, East 86th st., s. s., between 3d and 4th avs., lot 25.6x100........$8,000

By William Kennelly.

1 three-story brown-stone-front house and lot, East 62d st., n. s., 279 ft. e. of 1st av., lot 17x100.5........$7,000

By E. H. Ludlow & Co.

1 three-story brick building and lot, East 82d st., n. s., 80.2 ft. w. of 3d av., lot 22x25.6........$3,700

By V. K. Stevenson, Jr.

1 plot, Railroad av., e. s., 766 ft. s. of 144th st., Morrisania, Twenty-third Ward, 75x224........$3,500

RECORDED REAL ESTATE TRANSFERS.

NEW-YORK.

Tuesday, Dec. 1.

Cooper st., s. s., 156 ft. e. of Emerson st., 25x100; Cooper st., n. s., 100 ft. e. of Academy st., 100x100; Charlotte A., wife of George W. Abbot, to Samuel T. Knapp........$3,995
Norfolk st., No. 99, w. s., 25x100; J. Sharkey to Mary C. Vermeule........11,000
Norfolk st., No. 101, w. s., 25x100; J. Sharkey to S. A. Lindsley........13,000
Spring st., n. s., No. 213, 22x75.6; G. Faust to Anna Zipf........20,000
14th st., s. s., 81.4 ft. w. of 6th av., 21.8x106.6; John Chamberlin to John A. Hadden........31,000
38th st., No. 15, n. s., 23.9x98.9; R. Macdonald to William A. Martin........58,000
45th st., s. s., 325 ft. w. of 10th av., 25x100.4; Agnes, wife of T. Blakely, to H. McKibbin........23,500
51st st., s. s., 234 ft. e. of 9th av., 16x100.5; J. Culgin to J. Jardine and J. J. Brown........15,600
55th st., n. s., 150 ft. w. of 2d av., 50x100.5, foreclosure; T. Bosse, Referee, to J. Dolliger........6,100
58th st., No. 337 West, n. s., 21.5x100.5; T. A. Davies to J. Culgin........30,000
60th st., s. s., 225 ft. e. of 2d av., 50x98; Michael Murray to Henry E. Kretzschmar........34,000
69th st., n. s., 125 ft. w. of 8th av., 25x100.5; Catharine A. Ferris and others, executors of Thomas T. Ferris, to William Heller........7,050
69th st., n. s., 100 ft. w. of 8th av., 25x100.5; Catharine A. Ferris and others, executors of Thomas T. Ferris, to William Heller........10,900
69th st., n. s., 150 ft. w. of 8th av., 25x100.5; Catharine A. Ferris and others, executors of T. T. Ferris, to W. Heller........6,550
69th st., n. s., 175 ft. w. of 8th av., 25x100.5; Catharine A. Ferris and others, executors of T. T. Ferris, to W. Heller........6,250
74th st., s. s., 216 ft. e. of 5th av., 22x102.2; Ann C., wife S. W. Jessup, to C. H. Spitzner........42,500
84th st., n. s., 340.9 ft. w. of 3d av., 21.3x102; A. S. Dunn to P. S. Arthur........10,000
110th st., s. s., 100 ft. w. of 10th av., 100x100.5; Emil Von Schoening to W. F. Pecher........16,000
123d st., s. s., 540 ft. e. of 4th av., 25x100.11; foreclosure; George S. Sedgwick to John Trageser........3,000
124th st., n. s., 177.5 ft. e. of 6th av., (widened,) 20.1x100.11; Maria McClure to Gardner Van Reed........19,000
136th st., n. s., 276.6 ft. w. of Willis av., 55x100, Morrisania; 146th st., s. e. corner College av., 75x100, Mott Haven; 32d st., n. s., 100 ft. w. of 1st av., 16.8x98.9, New-York City; Jerome av., w. s., 300, ft. n. of James st., 100x125, Morrisania; Emil Von Schoening to John C. W. Hammann........32,000
Opdyke av., n. s., 250 ft. e. of 3d st., 50x100; William Burnard to Mary A., wife of James West........550
Prospect av., e. s., lots Nos. 22 and 23, map of Fordham, 100x100; Berrian av., w. s., lot No. 17, 38x100; The Manufacturers and Merchants' Bank, New-York, and Alexander Masterton, as President thereof, to John Dunn........3,900
Summit av., n. w. corner of William's Bridge road, 114.5x100; George Opdyke to Lewis Ettlinger........1,250
Summit av., n. s., 339.3 ft. w. of William's Bridge road, 25x100, private park, Twenty-fourth Ward; G. Opdyke to Alice M., wife of J. A. McGay........305
3d av., w. s., 60.3 ft. s. of 88th st., 19.9x78; R. Mayer to J. Abraham........500
4th av., s. e. corner of 25th st., 49.4x100; T. B. Wilson to Julia, wife of George Kuhn........ ....
5th av., No. 42, w. s., 25x100; R. Abbett to T. B. Coddington........40,000
7th av., n. w. corner of 126th st., 99.11x125; foreclosure; W. H. Nafes to H. Virginia Deshler, Guardian of E. W. Harris and T. H. Harris........32,000
8th av., w. s., 75.5 ft. n. of 69th st., 25x100; Catharine A. Ferris and others, Executors of Thomas T. Ferris, to William Heller........16,850
8th av., w. s., 50.5 ft. n. of 69th st., 25x100; same to same........16,750
11th av., w. s., extending from 58th to 59th st., thence w. to high-water mark of Hudson River, (with all rights, &c., of grantors;) Griffith Rowe and Samuel Schiffer to Union Stock Yard and Market Company........250,000
Twenty-third Ward, plot beginning at a point in the stone-wall constituting the boundary line between lands formerly of Hannah E. Northrup and land formerly of John Devoe, distant 200 ft., 70.21; thence w. 36 ft. from s. w. line of Orchard st.; thence 353.3 ft. to land lately belonging to Mrs. Mary Crafts; thence s. 30 ft. w. 65.10 ft. to n. e. line of land late of Dr. Andrew Anderson, at a point near rear of the church lot; thence along last line s., 60° e., 157 ft. to n. e. corner of said tract of Andrew Anderson; thence along s. e. line said tract s. 30 w. 84.2 ft.; thence s. 60 e. 218.5 ft. to stone wall; thence along said stone wall n. 21 36 e. 151.7 ft., to beginning; containing in all .0952 acres; G. Hilton Scribner to Andrew Kennedy........10,000

LEASES RECORDED.

Fleetwood Park, 10 9-12 years, per year........$7,000
30th st., No. 4 East, 2 5-12 years, per year........3,600
4th av., No. 411, 3 years, per year........2,200

CITY REAL ESTATE.

MAGNIFICENT ESTATE FOR SALE NEAR Rhinebeck, on the Hudson.—400 acres, stone mansion, rich land and mountain scenery, few mosquitoes, and no ague; neighborhood aristocratic and very sociable; Hon. Wm. B. Dinsmore, Gen. John Watts De Peyster, and several of the Astors and Livingstons live near by; I have been asking $65,000 for this splendid property, but being in bad health and wishing to go to Europe, any reasonable offer would be considered. Address CHAS. WAINWRIGHT, Rhinebeck, N. Y.

FIFTH AV., NOS. 5, 42, 469, 614, 675, 746, 781, and 959, on Central Park, with stable; some decided bargains.
V. K. STEVENSON, JR.,
No. 11 Pine st., or No. 31 East 17th st.

BROOKLYN REAL ESTATE.

EXCHANGE.—I WANT TO EXCHANGE A HOUSE in Brooklyn, valued at $12,000, on which is a mortgage of $5,500, for a tea or grocery store in some nice country town or city; state location, amount of business, &c. Address J. B. H., Box No. 149 *Times* Office.

COUNTRY REAL ESTATE.

DESIRABLE PROPERTY.—A BLOCK OF ground for sale in Jersey City, foot of Morgan st., and between Jersey City and Pavonia ferries; said property consists of over 24 lots, adjoining a public dock, with 20 feet of water, and is desirable for any business requiring much cartage. Inquire of S. BURKHALTER, Nos. 188 and 190 Chambers st., New-York.

ORANGE, N. J.—COUNTRY HOUSES, LANDS, and village lots for sale; a great variety. Also, furnished and unfurnished houses to let for season or year, by WALTER E. SMITH, formerly Blackwell & Smith, Orange, corner of Main and Cone sts.

REAL ESTATE AT AUCTION.

EDWARD A. LAWRENCE, Auctioneer.

BY E. A. LAWRENCE & CO.

IMPORTANT SALE OF REAL ESTATE,

By order of the Supreme Court, in foreclosure,

E. D. GALE, Esq., Referee.

BOOTH'S THEATRE

will be sold positively at the Exchange Sales-room, No. 111 Broadway, New-York, at 12 o'clock,

ON THURSDAY, DEC. 3, 1874.

The property is located on the south-east corner of 6th av. and 23d st.; size, 79 feet 9 inches on the avenue; 184 feet on 23d st.

Particulars at the office of the auctioneers, No. 128 Broadway.

PEREMPTORY FORECLOSURE SALE OF the two new four-story high-stoop brown-stone houses and lots, Nos. 14 and 20 East 58th st., between 5th and Madison avs., on THURSDAY, Dec. 3, at 12 o'clock at the Exchange Sales-room, No. 111 Broadway, by ADRIAN H. MULLER & SON, auctioneers. Houses 20x55 feet, lots 100 feet 5 inches. Houses in complete order, hard-wood finish, and ready for immediate occupancy. Can be seen at any time by applying at No. 18 East 58th st.; $25,000 can remain on bond and mortgage. Further particulars of the auctioneers, 7 Pine st.

DWELLINGS TO LET.

WANTED—ON LEASE, AND WILL PURCHASE IF found satisfactory, a first-class dwelling, between 30th and 59th sts., and 4th and 6th avs.; if well furnished, will buy most of the furniture if desired. Address with full particulars, HOUSE, care of C. H. MEDAY, No. 542 Washington st., New-York.

FURNISHED HOUSES ON AND ADJOINING 5th, Madison, and Park avs., Murray Hill, &c., at reduced rentals. V. K. STEVENSON, JR., No. 31 East 17th st., or No. 11 Pine st.

TWENTY-ONE MOST DESIRABLE PRIvate residences, belonging to the North American Life Insurance Company, rent per annum from $500 to $6,000, to lease for a term of years.
K. F. PAGE, No. 33 Park row, Manager.

STORES, &C., TO LET.

OFFICES TO LET IN TIMES BUILDING.

SPLENDID OFFICES TO LET IN THE FIRE-PROOF TIMES BUILDING.

Apply at TIMES COUNTING-ROOM.

TO LET OR EXCHANGE—FACTORY, ENGINE, and machinery; premises, 75x100. Apply at No. 32 Tiffany place, Brooklyn, or to ROBERT H. CORBETT, No. 6 Wall st.

PLANS AND PRICES OF THE OFFICES IN the new building of the Western Union Telegraph Company can be now had at the office of E. H. LUDLOW & CO., No. 3 Pine st.

TO LET—WITH OR WITHOUT STEAM POWER, Nos. 188 and 190 West Houston st.; five stories and cellar, 50x90. Inquire on premises.

SITUATIONS WANTED.

FEMALES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES
At the Times Up-Town Office,
No. 54½ West 32d st., junction Broadway and 6th av.,
And the Times West-Side Office,
No. 308 West 23d st., corner 8th av.
NO EXTRA CHARGE WHATEVER.

ABUNDANCE OF GOOD SERVANTS FOR City or country, (at very low wages,) to suit all families and others wanting reliable cooks, house-work girls, and all other kinds of help; ready to go any distance, and promptly sent by the Protestant Home Bureau, No. 138 6th av., above 10th st.

CHAMBER-MAID AND WAITRESS—BY A quiet, respectable young girl who understands her duties thoroughly; is neat and cleanly, and a good waitress; understands the care and cleaning of silver; best recommendations. Call at Carpenter's, No. 138 West 11th st., corner 6th av.

CHAMBER-MAID OR WAITRESS.—BY A respectable Protestant colored girl, either as chamber-maid or waitress in a Christian family, in the City; wages not so much an object as a good home, where honest efforts to please would be appreciated. Call at No. 159 West 20th st., front room, first floor.

CHAMBER-MAID—NURSE.—BY TWO PROTestant girls, one as chamber-maid and to assist with washing and ironing, the other as child's nurse and to operate on machine; best reference. Call for two days at No. 289 Avenue C.

CHAMBER-MAID.—BY A VERY NEAT AND tidy young Protestant girl as chamber-maid and seamstress; is a thorough chamber-maid and a very neat hand sewer; has five years' City reference. Apply at Bedell's, No. 340 4th av.

CHAMBER-MAID.—BY A NEAT AND EXPErienced girl, as chamber-maid and waitress or as chamber-maid and plain sewer; three years' City reference from last place. Call two days at No. 209 West 57th st.

CHAMBER-MAID.—BY A SMART YOUNG GIRL as chamber-maid and waitress, and will assist in washing and ironing; wages, $10 a month; country preferred; can be well recommended. Call at No. 153 West 23d st.

CHAMBER-MAID AND WAITRESS.—BY A young woman as first-class chamber-maid and waitress, or chamber-work, or fine washing; best reference. Call at No. 230 7th st.

CHAMBER-MAID.—BY A VERY NEAT YOUNG girl as chamber-maid in a private family, or would take care of children; can give best City reference. Apply No. 214 East 38th st.

CHAMBER-MAID.—BY A SCOTCH PROTESTant girl as chamber-maid or invalid's nurse. Apply at No. 547 Broome st.

CHAMBER-MAID.—BY A GERMAN PROTESTant as chamber-maid and waitress; best City reference. Call or address at No. 201 East 26th st.

COOK, &c.—CHAMBER-MAID, &c.—BY two neat, tidy girls, who desire a place, City or country, where they can do the work of a family between them; cook understands her business thoroughly; is a good washer and ironer; chamber-maid is quick and orderly with her work, and a willing, well-tempered girl; good recommendations. Call at Carpenter's, No. 138 West 11th st., corner 6th av.

COOK.—BY A RESPECTABLE SCOTCH PROTESTant woman, as very good family cook; meats, game, soups, and pastry; excellent bread, biscuit, and other baking; understands the care of milk and butter; will wash; country or City; country preferred; good testimonials. Call at Bookham's, 309 4th av., near 23d st.

COOK, &c.—BY A COLORED WOMAN AS GOOD family cook; makes nice bread and biscuit, soups, desserts, jellies; is willing to assist with the washing; can furnish unexceptionable references. Inquire for D., at Odell's Agency, No. 109 West 34th st., corner of Broadway.

COOK.—BY A FIRST-CLASS COOK; CAN DO ANY kind of cooking; is an excellent baker, and very neat in her kitchen; is obliging and very respectable; has five years' and two years' references; lady can be seen. Call at Jacquin's French Bureau, No. 621 6th av., between 36th and 37th sts., first floor.

COOK.—BY A PROTESTANT GIRL AS COOK AND good baker; would be willing to assist with the washing. Call at No. 346 West 37th st.

SITUATIONS WANTED.

FEMALES.

COOK.—BY A YOUNG WOMAN AS FIRST-CLASS cook; makes excellent bread and biscuit, soups, desserts, jellies, preserves, &c.; will assist with the washing if required; can furnish the very best reference. Inquire for A. L., at Odell's Agency, No. 109 West 34th st., corner of Broadway.

COOK.—BY A STEADY, SOBER WOMAN AS FIRST-class cook; understands baking and pastry perfectly; is careful and economizing in her kitchen; would go to a private family or small private boarding-house; best City reference. Call at No. 203 West 27th st., near 7th av.

COOK.—BY A RESPECTABLE WOMAN AS COOK in a private family; no objection to assist with the washing; understands her business thoroughly; best City reference from her last place. Call at No. 11 East 27th st.

COOK.—BY A RESPECTABLE YOUNG WOMAN, three years from England, as cook, washer, and ironer, in a private family; not afraid of hard work; best City reference. Call at or address No. 266 West 34th st.

COOK.—BY A GOOD, STRONG SCOTCH WOMAN, to cook, wash, and iron; makes best bread, biscuit, &c., and is a good shirt ironer; City or country; best of reference; wants a steady place. Apply at No. 106 6th av., below 9th st., over shoe store.

COOK.—BY A RESPECTABLE YOUNG GERMAN woman as cook; thoroughly understands all kinds of family cooking; has been personally recommended by her former employer. Can be seen at Bedell's, No. 340 4th av.

COOK.—BY A FIRST-CLASS COOK; UNDERstands meats, game, pastry, breads, desserts of all kinds, &c.; City references from last employer; no objection to a first-class boarding-house. Call at No. 157 West 27th st., rear first floor.

COOK.—BY A RESPECTABLE WOMAN AS GOOD cook; is capable of doing all kinds of cooking; makes good bread and biscuit; good reference. Call at No. 469 4th av.

COOK.—BY A SCOTCH WOMAN AS FIRST-CLASS cook; understands boning and larding; first-class baker and pastry cook; best City reference. Call at No. 636 3d av.

COOK.—BY A PROTESTANT GIRL AS COOK AND to assist with washing, in a private family; good reference from last place. Call for two days at No. 318 7th av.; ring top bell.

COOK.—BY A RESPECTABLE YOUNG WOMAN AS first-class cook; no objection to assist in washing and ironing; best City reference. Call at No. 329 East 28th st.

COOK.—BY A COMPETENT YOUNG WOMAN AS cook, washer, and ironer in a private family; is a good cook; best City reference. Call at No. 326 East 36th st., between 1st and 2d avs.

COOK.—BY A RESPECTABLE WOMAN AS FIRST-class cook in a private family; is a good baker, and understands her business in all its branches; best City reference from her last place. Call at 23 West 44th st.

COOK.—BY A RESPECTABLE WOMAN AS FIRST-class cook; understands cooking in all its branches; has the best of City references; no objection to a select boarding-house. Call at or address No. 344 East 34th st.

COOK.—BY A RESPECTABLE YOUNG GIRL AS cook, washer and ironer, in a private family; has no objection to a boarding-house; good City reference. Call at No. 147 West 39th st.

COOK.—BY A PROTESTANT WELSH WOMAN AS first-class cook; understands her business thoroughly; City or country; good reference. Address No. 109 West 15th st., rear.

COOK, &c.—BY A FIRST-RATE GOOD COOK IN all its branches; can also wash and iron well; City or country; has best of references, and can be seen at the Protestant Home Bureau, No. 138 6th av.

COOK.—BY A FIRST-CLASS COOK; EITHER FOR City or country; has excellent City references. Can be seen at No. 1,233 Broadway, French Office.

COOK.—BY A FIRST-CLASS FRENCH COOK, WITH good City references; is a real cordon bleu. Can be seen at No. 1,233 Broadway, French Office.

COOK.—BY A WELCH WOMAN AS EXPERIENCED cook, in a private family; best of City references. Call at No. 11 East 27th st.

COOK.—BY A RESPECTABLE, TRUSTWORTHY woman, as cook; six years' City references. Can be seen for two days at Mme. Golard's, No. 525 6th av.

COOK.—BY A GOOD COOK IN A PRIVATE FAMIly; best City reference from last employer. Call at No. 249 West 31st st.

COOK.—BY A FIRST-RATE COOK AND BAKER; best of City reference. Can be seen for two days at No. 248 West 16th st., back basement.

COOK.—BY A FIRST-CLASS COUNTRY COOK, with excellent City and country references. Can be seen at No. 1,233 Broadway.

COOK.—BY A RESPECTABLE PROTESTANT WOman as good plain cook; will assist with washing; City reference. Call from 9 to 5 at No. 332 6th av.

DRESS-MAKING.—BY AN EXPERIENCED dress-maker, who cuts and trims in the latest styles, and operates on Wheeler & Wilson machine, by the day or week; the best references. Call at No. 254 West 37th st., rear house.

DRESS-MAKING.—BY AN EXPERIENCED French dress-maker; a few more engagements by the day or week in private families. Address L. B., No. 210 East 54th st., between 2d and 3d avs.

DRESS-MAKER AND SEAMSTRESS—TO go out by the day or month, or would take work in; no objections to attend a bakery; best of reference. Call at No. 1,166 2d av.; ring second bell.

EMPLOYMENT OFFICE.

New-York Colored Mission, No. 135 West 30th st. Household servants, gardeners, and farm hands.

EMPLOYERS DESIRING FIRST-CLASS SERVants promptly supplied at JACQUIN'S French and German Bureau, No. 621 6th av., between 36th and 37th sts., up stairs.

EXCELSIOR LAUNDRY.—NO. 22 EAST 13TH st., between 5th av. and University place; ladies and gentlemen's first-class washing and ironing.

HOUSE-WORK.—BY A YOUNG WOMAN WHO knows how to do house-work well; is a good cook, washer, and ironer; wages not so much an object as a home; City or country; strong and willing to work; good references. Call at Protestant Home, No. 138 6th av., above 10th st.

HOUSE-WORK.—BY A NORTH OF IRELAND Protestant girl, who can do plain cooking, and is a nice washer and ironer, and willing to make herself generally useful wherever her services may be required; wages moderate. Call at No. 106 6th av., over shoe store, below 9th st.

HOUSE-WORK.—BY A SWEDISH GIRL, SPEAKing English; is a good cook, washer, and ironer; can put her hand to anything; is neat, willing, and agreeable; verbal references. Call at Swedish Servants' Office, No. 108 East 27th st., near 4th av.

HOUSEKEEPER.—BY A COMPETENT PERSON as housekeeper; is capable, trusty, and experienced; best reference. Apply at the Young Ladies' Christian Association, No. 64 Irving place.

LADY'S MAID.—BY A FIRST-CLASS LADY'S maid and housekeeper; understanding perfectly dress-making; has excellent City references. Call at No. 1,233 Broadway.

LADY'S MAID.—BY A SWEDISH GIRL, IN THIS City, as lady's maid and seamstress; has no objection to take care of grown children; has good City reference. Call at No. 334 East 22d st., second floor.

LAUNDRESS.—BY A RESPECTABLE SWEDISH girl as laundress or to do fine washing and lingerie work; understands both thoroughly; has the best of references. Call for two days at 540 3d av., top floor.

LAUNDRESS.—BY A FIRST-CLASS LAUNDRESS with several years' best City reference. Address M. S., Box No. 31 *Times* Up-town Office, No. 54½ West 32d st.

LAUNDRESS.—BY A RESPECTABLE WOMAN AS laundress for a few gentlemen, or to do family washing; can do up clothes in good style, fluting, and puffing. Call at No. 346 West 37th st.

LAUNDRESS.—BY AN EXCELLENT LAUNDRESS; extra good on fine clothes of all kinds; fluting and puffing, and good on dresses. Seen with references at No. 1,233 Broadway; and a lady to be seen.

LAUNDRESS OR CHAMBER-MAID—BY A young woman; best City references. Call at No. 10 East 35th st.

MAID.—BY AN EXCELLENT FEMALE MAID OR nursery governess; can be seen at her present employer's; has excellent City references; is a Protestant. Call, or address, at No. 1,233 Broadway, French Office.

NURSE.—A MIDDLE-AGED WOMAN, WHO IS A first-class nurse, desires to go to Florida with an invalid gentleman or lady; best of references furnished from physicians and private families. Apply at the Young Ladies' Christian Union, corner 18th st. and Irving place, Wednesday and Thursday of this week, from 10 A. M. to 2 P. M.

NURSE.—BY A TRUSTY, COMPETENT PERSON as nurse to an infant; can take charge day and night, and bring it up on the bottle; has eleven years' experience in one family, and the highest recommendations. Can be engaged at No. 621 6th av., between 36th and 37th sts., up stairs.

NURSE AND SEAMSTRESS.—BY A PROTESTant woman, highly respectable; can cut, fit, trim, operate, dress-make, &c.; is kind, neat, and obliging to children; or would take chamber-maid and seamstress; best testimonials; country or City. Call at Bookham's, No. 309 4th av., near 23d st.

NURSE.—BY A RESPECTABLE PROTESTANT GIRL as nurse and seamstress; is capable of taking charge of an infant from its birth; best of City reference. Can be seen for two days at No. 285 10th av., between 26th and 27th streets, over the tea store.

NURSE.—A LADY IS DESIROUS OF FINDING A good place for a faithful, honest, and trustworthy woman as nurse; can take entire charge of a baby from its birth, or to wait on a lady; no objection to travel. Call or address No. 18 West 38th st.

NURSE, &c.—BY AN ENGLISH PROTESTANT woman, as nurse and seamstress; competent to take charge of a baby, children, or of an invalid lady; City or country. Call at Bookham's, No. 309 4th av., all the week.

NURSE.—BY A PROTESTANT WOMAN, AS NURSE and seamstress; can bring up a baby from its birth, and do all kinds of sewing by hand; or to wait on a lady; City or country; is accustomed to the care of children. Call for two days at No. 411 8th av.

NURSE.—BY A WOMAN AS WET NURSE; LOST her baby; best reference. Also, by a dress-maker, to go as seamstress in a respectable family; best reference if required. Call for two days at No. 303 East 35th st., near 2d av.

NURSE.—BY A YOUNG WOMAN AS NURSE; IS competent to take care of a baby; or do chamber-work in a small private family; best City reference. Call at No. 612 2d av.

NURSE.—BY AN ENGLISH PROTESTANT WOMan, thoroughly experienced with children; competent to take entire charge from birth; undoubted City reference. Call at No. 125 East 50th st., third bell.

NURSE.—BY A FRENCH CHILD'S NURSE AND plain sewer; has good City references; takes children from 1 to 12 years old. Can be seen at No. 1,233 Broadway, French Office.

NURSE.—BY A RESPECTABLE FRENCH WOMAN as nurse to growing children, and to do plain sewing; good City references. Call at No. 535 6th av.

SITUATIONS WANTED.

FEMALES.

NURSE AND SEAMSTRESS.—BY A COMPEtent person as nurse and seamstress; works on sewing-machine; best City reference. Can be seen for two days at No. 579 7th av., corner 41st st.

NURSE.—BY A YOUNG GERMAN PROTESTANT nurse, with good references; grown children and plain sewing preferred. Seen at No. 1,233 Broadway, Bongrand's French Office.

NURSE.—BY A PROTESTANT WOMAN AS NURSE; can take entire charge of an infant; City or country; good City reference. Call at 302 West 44th st.

NURSE.—BY A RESPECTABLE WOMAN AS nurse; is capable of taking care of a baby from its birth; best reference. Call or address 16 East 28d st.

NO. 1,325 BROADWAY, NEAR 37TH ST.—Mrs. Hardman; select servants; Protestant, English, Irish, German, Scotch, Swedish, French, colored. Lady expert saves employers trouble and disappointment.

SEAMSTRESS.—BY AN ENGLISH GIRL AS SEAMstress; no objection to take care of growing children; understands sewing by hand and machine, or would do sewing and chamber-work; over five years' reference from last place. Call at 143 West 17th st.

SEAMSTRESS.—BY A COMPETENT SEAMSTRESS; can cut and fit; wishes employment by the week or month; no objection to assist in house-work or wait on an invalid lady; would take work in; good City reference. Call at No. 110 East 54th st.

SEAMSTRESS.—BY A GERMAN PROTESTANT young lady as seamstress; no objections to traveling. Call for three days at No. 52 West 37th st., between 5th and 6th avs.

SEAMSTRESS.—BY A RESPECTABLE PROTESTant girl as seamstress and chamber-maid; good operator; best City reference. Call at No. 346 West 37th st., ring third bell.

SEAMSTRESS.—BY A PROTESTANT WOMAN; understands dress-making; prefers the country. Address E. Frances, Post Office, Jersey City Heights, N. J.

SEAMSTRESS.—BY A DRESS-MAKER AS SEAMstress. Call for two days at No. 10 East 45th st.

WAITRESS AND CHAMBER-MAID.—BY an English Protestant young woman, highly respectable; is a good waitress and chamber-maid; thoroughly understands her business; very neat, kind, and obliging, honest, sober, &c.; best testimonials; country or City. Call at Bookham's, No. 309 4th av., near 23d st.

WAITRESS AND CHAMBER-MAID.—BY A competent girl as thorough waitress and good chamber-maid; has the best of reference for either capacity; lady can be seen. Call or address French and German Bureau, No. 621 6th av., between 36th and 37th sts.

WAITRESS.—BY A VERY NEAT AND RESPECTAble Protestant girl, as first-class waitress; understands the business thoroughly in all its parts; has three years' City reference from last place; City or country. Apply at A. Pelton & Co's., No. 645 6th av., near 38th st.

WAITRESS.—BY A NEAT, ACTIVE YOUNG WOMan as waitress, or chamber-maid and waitress, in private family or boarding-house; is careful, willing, and obliging; has the best of City reference. Call at No. 205 West 27th st., near 7th av.

WAITRESS.—BY A FIRST-CLASS PROTESTANT waitress, who thoroughly understands her business in all its branches; best City reference. Apply at No. 525 6th av.

WAITRESS.—BY A FIRST-CLASS WAITRESS, with good City references; understands perfectly the charge of silver and care of a dining-room. Can be seen at No. 1,233 Broadway, French Office.

WAITRESS, AND TO ASSIST WITH CHAMber-work, by a smart young girl; best reference. Call at No. 734 9th av., between 49th and 50th sts.

WAITRESS.—BY A COMPETENT GIRL, PROTESTant, as waitress or chamber-maid; good City reference. Call at No. 525 6th av.

WAITRESS.—BY A PROTESTANT GIRL AS first-class waitress in private family; best of City and country reference. Call at No. 11 East 27th st.

WASHING.—AN EXPERIENCED LAUNDRESS SOlicits ladies' and gentlemen's washing; punctual attendance and no disappointments; prices reasonable; linens, &c. Mrs. J. W. Brown, No. 787 7th av., near 52d st.

WASHING.—A RESPECTABLE WIDOW SOLICITS a few gentlemen's or a family's wash, where they will be neatly done up, at a moderate price; good reference. Call on or address Mrs. McBride, No. 608 2d av.

MALES.

COACHMAN.—BY A SINGLE MAN; PROTESTant; is a good City driver and groom, and especially thorough and skillful in keeping horses, harness, and carriages in good condition; seven years' reference from his present employer. Call or address No. 126 West 40th st.

COACHMAN.—BY A RESPECTABLE YOUNG ENGlishman as coachman or groom; understands his business; City or country; good reference from last employer. Call on or address W. H., No. 321 West 44th st., rear house.

COACHMAN.—BY A PROTESTANT FIRST-CLASS coachman; thoroughly understands his business; has lived in noblemen's families in England; best City reference. Address or apply to J. F. Brewster & Co., corner 5th av. and 14th st.

COACHMAN.—BY A YOUNG SINGLE MAN; HAS eleven years' City reference; no objection to the country. Can be seen at Tallman's stable, 38th st. and Broadway, or address G. L., same place.

COACHMAN.—BY A MAN OF LONG EXPERIENCE both in this country and Europe; no objection to the country; married; best City reference. Address A. B., No. 32 East 40th st.

FIREMAN.—BY A RESPECTABLE COLORED man, one or more furnaces to attend to; thoroughly understands the care of them; can give good reference. Call or address No. 120 Clinton place, from 10 A. M. to 6 P. M.

GROOM—COOK.—BY A HOLLAND MAN AND wife, just arrived from Holland; wife as cook and man as groom; either in the City or country; both can speak the English language; can give good references. Inquire for or send letter to S. Kamstraa, 104 Allen st.

PORTER, &c.—BY AN AMERICAN PROTESTANT married man as light porter, watchman, or as janitor of a building; has fifteen years' reference; wages not so much an object as a good steady place. Call or address 189 Rivington st., top floor, back room.

USEFUL MAN.—BY AN AMERICAN PROTESTANT; married, age thirty-two years, would like rooms to live in, or engage as a single man; is thoroughly temperate; neither drinks or uses tobacco; can care and drive horses, milk, tend furnace, &c. Good recommendations. Call at Carpenter's, No. 138 West 11th st., corner 6th av.

WAITER.—BY A FIRST-CLASS WAITER MAN, speaking French, Italian, and English, in a private family; no objection to traveling, or going a long distance in the country; wages moderate; good City reference. Call at No. 621 6th av., between 36th and 37th sts., up stairs.

WAITER.—BY A YOUNG PROTESTANT ENGLISHman, aged twenty-two years, who is a thorough waiter, in private family boarding-house or hotel; can take entire charge of dining-room; would clean silver, tend door, wash widows, &c.; good recommendations. Call at Carpenter's, 138 West 11th st., corner 6th av.

WAITER.—BY A RESPECTABLE MAN AS WAITER in a private family; thoroughly understands his business; can furnish best of reference from his last place. Call on or address No. 121 West 28th st. or No. 103 West 20th st.

WAITER.—BY A RESPECTABLE COLORED MAN, as waiter in a first-class private family; can bring the best of reference. Address G. W. B., No. 106 West 27th st.

WAITER.—BY A FRENCH WAITER, IN A PRIVATE family; speaks English; good reference. Call or address C. T., No. 748 3d av.

WANTED—BY A SMART YOUNG MAN, EMPLOYment during the forenoon; wages no object; understands machinery. Address for two days, ACTIVE, Box No. 149 *Times* Office.

HELP WANTED.

WANTED—IN A PHILADELPHIA BANKING-house, a first-class book-keeper who thoroughly understands foreign exchange of all kinds, and can bring the recommendations of present and former employers; a German preferred. Address Box A. A., Philadelphia Post Office.

WANTED—A FIRST-CLASS MAN TO TAKE charge of the Silk Department of a dry-goods, jobbing and importing house. Address A. B., Post Office Box No. 1,102.

WANTED—BY A DRY-GOODS JOBBING AND IMporting house, salesmen for Ohio and Indiana trade. Address C. D., Post Office Box No. 1,102.

MISCELLANEOUS.

ZARR ZAMM BOLENE

DEPOT No. 12 CLINTON PLACE. Sold by all Druggists. EVERYBODY SHOULD HAVE IT.

PUBLIC NOTICES.

CITY OF NEW-YORK, DEPARTMENT OF FINANCE, BUREAU FOR THE COLLECTION OF TAXES, COURT-HOUSE PARK, NO. 32 CHAMBERS ST., Dec. 1, 1874.

TO TAX-PAYERS.

Notice is hereby given to all persons who have omitted to pay their taxes for the year 1874, to pay the same to the undersigned, at the Bureau for the Collection of Taxes, before the 1st day of January, 1875.

On all taxes remaining unpaid on the 1st day of January, 1875, interest at the rate of 12 per cent. per annum will be charged from the day on which the assessment rolls and warrants were delivered to the Receiver of Taxes to the date of payment.

No money will be received after 2 o'clock P. M. Office hours from 8 A. M. to 2 P. M.

MARTIN T. McMAHON, Receiver of Taxes.

MARBLE MANTELS.

A GREAT REDUCTION IN PRICES OF marble and marbleized mantels, all kinds of floor tiling, monuments, head-stones, slabs for plumbers and cabinet-makers, now offered at S. KLABER & CO.'S Steam Marble Works, Nos. 217 to 223 West 51st st., near Broadway.

STEWART'S SLATE MANTELS, MARBLE AND Wood Mantels. Rich and elegant designs at the lowest prices. 220 and 222 West 23d st. bet. 7th and 8th avs.

AT GREATLY REDUCED PRICES.—AN EXtensive stock of marble and marbleized mantels, and all other marble work. Marble-turning for the trade. A. KLABER, 134 East 18th st., near 3d av., New-York.

ELECTIONS.

AN ELECTION FOR FIVE TRUSTEES OF the Green-Wood Cemetery will be held at the office of the Cemetery, No. 30 Broadway, New-York, on MONDAY, the 7th day of December next, at 1 o'clock P. M.
J. A. PERRY, Secretary.

SHIPPING.

WHITE STAR LINE.

FOR QUEENSTOWN AND LIVERPOOL, CARRYING UNITED STATES MAIL.

NEW AND FULL-POWERED STEAM-SHIPS.

Sailing from New-York on SATURDAYS, from Liverpool on THURSDAYS, calling at Cork Harbor each way.

CELTIC..........SATURDAY, Dec. 5, at 2 P. M.
OCEANIC..........SATURDAY, Dec. 12, at 8 A. M.
REPUBLIC..........SATURDAY, Dec. 19, at 2 P. M.

From White Star Dock, Pier No. 52 North River.

Passenger accommodations (for all classes) unrivaled, combining

SAFETY, SPEED, AND COMFORT.

Saloon, State-rooms, Smoking-room, and Bath-rooms in midship section, where least motion is felt. Surgeons and stewardesses accompany these steamers.

Rates—Saloon, $80, gold; return tickets, $140, gold; steerage at low rates. Those wishing to send for friends from the old country can now obtain steerage prepaid certificates at low rates.

Passengers booked to or from all parts of America to Paris, Hamburg, Norway, Sweden, India, Australia, China, &c.

Drafts from £1 upward.

For inspection of plans and other information apply at the Company's offices, No. 19 Broadway, New-York.

R. J. CORTIS, Agent.

CUNARD LINE B. & N. A. R. M. S. P. CO.

NOTICE.

With the view of diminishing the chances of collision, the steamers of this line take a specified course for all seasons of the year.

On the outward passage from Queenstown to New-York or Boston, crossing meridian of 50 at 43 latitude, or nothing to the north of 43.

On the homeward passage, crossing the meridian of 50 at 42, or nothing to the north of 42.

FROM NEW-YORK FOR LIVERPOOL AND QUEENSTOWN.

PARTHIA	WED., Dec. 2	PARTHIA	WED., Jan. 6
ALGERIA	WED., Dec. 9	ALGERIA	WED., Jan. 13
ABYSSINIA	WED., Dec. 16	CUBA	WED., Jan. 20
*RUSSIA	WED., Dec. 23	*RUSSIA	WED., Jan. 27
JAVA	WED., Dec. 30	JAVA	WED., Feb. 3

Steamers marked * do not carry steerage passengers.

Cabin passage, $80, $100, and $130, gold, according to accommodation. Return tickets on favorable terms.

Steerage tickets to and from all parts of Europe at current rates.

Freight and cabin office, No. 4 Bowling green.

Steerage office, No. 111 Broadway, (Trinity Building.)

CHAS. G. FRANCKLYN, Agent.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S MAIL STEAM-SHIPS BETWEEN NEW-YORK AND HAVRE.

The splendid vessels on this favorite route for the Continent, (being more southerly than any other,) will sail from Pier No. 50 North River as follows:

VILLE DE PARIS, DANRE..........Saturday..Dec. 12
PEREIRE, SURMONT..........Saturday..Dec. 26
FRANCE, TRUDELLE..........Saturday, Jan. 9, 1875

PRICE OF PASSAGE IN GOLD, (including wine,) First Cabin, $125....Second Cabin, $75....Third, $35.

Excursion tickets at reduced rates.

American travelers, by taking this line, avoid both transit by English railway and the discomforts of crossing the Channel, besides saving time, trouble, and expense. GEORGE MACKENZIE, Agent, 55 Broadway.

FOR LIVERPOOL. (VIA QUEENSTOWN,) CARRYING THE UNITED STATES MAILS.

THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY will dispatch one of their first-class full-power iron screw steam-ships from PIER NO. 46 NORTH RIVER, EVERY TUESDAY, as follows:

MINNESOTA, Capt. QUINN..........Dec. 8, 2:30 P. M.
WYOMING, Capt. BEDDOE..........Dec. 22, 2:30 P. M.

Cabin passage, $80, gold.

Steerage passage, (Office No. 29 B'way,) at low rates.

For freight or cabin passage apply to WILLIAMS & GUION, No. 63 Wall st.

NATIONAL LINE.

From Piers Nos. 44 and 47 North River.

TO QUEENSTOWN AND LIVERPOOL.

England...Dec. 5, 2 P. M. | Helvetia...Dec. 19, — —
Spain...Dec. 12, 7:30 A. M. | 26

FOR LONDON DIRECT.

CANADA..........Saturday, Dec. 5, 1 P. M.

Cabin passage, $60 and $70, currency. Steerage at greatly reduced price. Return tickets at reduced rates. Prepaid steerage tickets from Liverpool at the lowest rates. Apply at the company's office, No. 69 Broadway. F. W. J. HURST, Manager.

INMAN LINE.—SOUTHERLY COURSE.

Royal Mail Steamers are appointed to sail as follows:

FOR QUEENSTOWN AND LIVERPOOL.

CITY OF MONTREAL..........Thursday, Dec. 3, at 1 P. M.
CITY OF ANTWERP..........Saturday, Dec. 5, at 2 P. M.
CITY OF BROOKLYN..........Saturday, Dec. 12, at 8 A. M.
CITY OF NEW-YORK..........Saturday, Dec. 19, at 1 P. M.
CITY OF LONDON..........Saturday, Dec. 26, at 8 A. M.

CABIN PASSAGE, $50, $60, and $75, gold.

STEERAGE.—To and from all points, at reduced rates.

Cabin and general office, No. 15 Broadway.

Steerage offices, No. 33 Broadway, or Pier No. 45 North River. JOHN G. DALE, Agent.

ANCHOR LINE.

NEW-YORK AND GLASGOW.

STEAMER EVERY SATURDAY.

RATES OF PASSAGE, PAYABLE IN GOLD, TO GLASGOW, LIVERPOOL, LONDONDERRY, OR BELFAST:

Cabin, $50, $60, and $70, according to accommodations.

INTERMEDIATE AND STEERAGE as low as by any other first-class line.

Drafts issued for any amount at lowest rates.

Company's offices, No. 7 Bowling green.

HENDERSON BROTHERS, Agents.

NORTH GERMAN LLOYD STEAM-SHIP CO.

FOR SOUTHAMPTON AND BREMEN.

The steam-ship HERMANN, Capt. G. REICHMANN, will sail on SATURDAY, Dec. 5, 2 P. M., from Bremen Pier, foot 3d st., Hoboken, to be followed by steam-ship DEUTSCHLAND, Capt. W. LADEWIGS, on SATURDAY, Dec. 12.

RATES OF PASSAGE TO LONDON, HAVRE, AND BREMEN:

First cabin	$100 gold.
Second cabin	60 gold.
Steerage	24 currency.

For freight or passage apply to OELRICHS & CO., Agents, No. 2 Bowling green.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE

FOR CHARLESTON, S. C., THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST, SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY, AT 3 P. M., from Pier No. 29 North River.

CHAMPION, Capt. R. W. LOCKWOOD, Thursday, Dec. 3.
GULF STREAM, Capt. S. CROWELL, Saturday, Dec 5.
MANHATTAN, Capt. M. S. WOODHULL, Tuesday, Dec. 8.

Superior accommodations for passengers.

☞ Insurance by this line ONE-HALF PER CENT.

Goods forwarded free of commission.

Passage tickets and bills of lading issued and signed at the office of JAMES W. QUINTARD & CO., Agents, No. 177 West st., (corner of Warren,) Or W. P. CLYDE & CO., No. 6 Bowling green.

Through freight tariffs. Passage tickets by all routes and to all points in the South and South-west, and further information can be obtained at the office of BENTLEY D. HASELL, General Agent Great Southern Freight Line, No. 317 Broadway.

FOR SAVANNAH, GA. THE FLORIDA PORTS, AND THE SOUTH AND SOUTH-WEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE, CENTRAL RAILROAD OF GEORGIA, AND ATLANTIC AND GULF RAILROAD.

FOUR STEAM-SHIPS PER WEEK. TUESDAYS, THURSDAYS, AND SATURDAYS.

GEN. BARNES, Capt. CHRESMAN, THURSDAY, Dec. 3, from Pier No. 43 North River, at 3 P. M. WM. R. GARRISON, Agent. No. 5 Bowling green.

SAN SALVADOR, Capt. NICKERSON, SATURDAY, Dec. 5, from Pier No. 43 North River, at 3 P. M. WM. R. GARRISON, Agent, No. 5 Bowling green.

REGULATOR, Capt. FAIRCLOTH, SATURDAY, Dec. 5, from Pier No. 12 North River, at 3 P. M. R. LOWDEN, Agent, No. 93 West st.

CLEOPATRA, Capt. BULKLEY, TUESDAY, Dec. 8, No. 16 East River, at 3 P. M. MURRAY, FERRIS & CO., Agents, No. 62 South st.

Insurance by this line ONE-HALF PER CENT.

Superior accommodation for passengers.

Through rates and bills of lading, in connection with Central Railroad of Georgia, to all points.

Through rates and bills of lading in connection with the Atlantic and Gulf Railroad and Florida steamers.

GEORGE YONGE, Agent, Central Railroad of Georgia, No. 409 Broadway.

NEW-YORK, HAVANA AND MEXICAN MAIL S. S. LINE

Steamers leave Pier 3 North River at 3 P. M., as follows

FOR HAVANA DIRECT.

CITY OF HAVANA..........Thursday, Dec. 3
CITY OF MEXICO..........Tuesday, Dec. 15
CITY OF NEW-YORK..........Thursday, Dec. 17

FOR VERA CRUZ AND NEW-ORLEANS, calling at Havana, Progreso, Campeachy, Tuspan, and Tampico.

CITY OF MEXICO..........Tuesday, Dec. 15
CUBA..........Tuesday, Jan. 9

For freight or passage apply to F. ALEXANDRE & SONS, No. 33 Broadway.

Steamers will leave New-Orleans Dec. 19 and Jan. 5 for Vera Cruz and all the above ports.

NEW-YORK AND HAVANA DIRECT MAIL LINE.

These first-class steam-ships will sail at 3 P. M., from Pier No. 13 North River, (foot of Cedar st.,) for Havana direct, as follows:

CRESCENT CITY, Capt. CURTIS, Thursday, Dec. 10.
COLUMBUS, Capt. E. C. REED, Tuesday, Dec. 22.

For freight or passage (having unsurpassed accommodations) apply to WM. P. CLYDE & CO., No. 6 Bowling green.

McKELLAR, LULING & CO., Agents in Havana.

FOR ST. THOMAS AND BRAZIL.

THE UNITED STATES AND BRAZIL MAIL STEAM-SHIP COMPANY.

Regular mail steamers SAILING 23D OF EVERY MONTH, making close connections at RIO DE JANEIRO with the English and French Mail Steam-ships for MONTEVIDEO and BUENOS AYRES.

The splendid steam-ship ONTARIO, Capt. GEO. B. SLOCUM, will sail from PIER No. 43 NORTH RIVER, on WEDNESDAY, Dec. 23, at 3 o'clock P. M., calling at ST. THOMAS, PARA, PERNAMBUCO, BAHIA, and RIO DE JANEIRO, going and returning.

First cabin passage to St. Thomas, $100; to Para, $150; to Pernambuco, $200; to Bahia, $210, and to Rio de Janeiro, $225, gold. Steerage half price. EXCURSION TICKETS, good for six months, at three-quarters of above rates. Freights greatly reduced.

Direct communication to St. Croix, via St. Thomas.

Apply to WM. R. GARRISON, No. 5 Bowling green.

ATLAS MAIL LINE.

BI-MONTHLY SERVICE TO HAYTI, VENEZUELA, CURACOA, MARACAIBO, JAMAICA, AND COLOMBIA.

First-class full-powered iron screw steamers, from Pier No. 51 North River.

CLARIBEL..........Nov. 19
PORT AU PRINCE, AUX CAYES, JACMEL, LAGUAYRA, PUERTO CABELLO, and CURACOA and MARACAIBO.
ANDES..........Nov. 27
NASSAU, KINGSTON, CARTHAGENA, and SAVANILLA.
ATLAS..........Dec. 5
GONAIVES, PORT AU PRINCE, CURACOA, MARACAIBO, JACMEL, LAGUAYRA, PUERTO CABELLO.
ETNA..........Dec. 15
KINGSTON, SAVANILLA, and SANTA MARTHA.

The "Andes," sailing Nov. 27, will call at Nassau, Bahamas. First-class passenger accommodations.

PIM, FORWOOD & CO., Agents, No. 56 Wall and No. 69 Pine sts.

SHIPPING.

NOTICE TO TRAVELERS.

Families or gentlemen going to travel on the Continent of Europe, who can afford the expense of a courier, should never leave Paris without one. Their services are invaluable in relieving the traveler from multiplicity of cares and troubles respecting passports, examination and conveyance of luggage, in securing the best accommodation, in protecting the traveler from imposition, and an infinity of annoyances to which they are exposed in various parts of the Continent. Competent and trustworthy couriers and traveling servants may always be obtained by applying to the COURIER SOCIETY, No. 3 Rue d'Alger, near the Tuileries Garden, Paris.

RAILROADS.

PENNSYLVANIA RAILROAD.

THE GREAT TRUNK LINE AND UNITED STATES MAIL ROUTE.

Trains leave New-York from foot of Desbrosses and Courtlandt sts., as follows:

Express for Harrisburg, Pittsburg, the West and South, with Pullman Palace Cars attached, 9:30 A. M., 5 and 8:30 P. M. Sunday, 5 and 8:30 P. M.

For Williamsport and Lock Haven, (via Philadelphia and Erie Railroad Division, connecting at Philadelphia,) 9:30 A. M. For Williamsport, Lock Haven, Corry, and Erie, 8:30 P. M., connecting at Corry for Titusville, Petroleum Centre, and the Oil Regions.

For Baltimore, Washington, and the South, "Limited Washington Express" of Pullman Parlor Cars daily except Sunday, 9:30 A. M.; arrive Washington 4:10 P. M. Regular at 8:40 A. M.; 3 and 9 P. M. Sunday, 9 P. M.

Express for Philadelphia, 7, 8:40, 9:30 A. M., 12:30, 3, 4, 4:10, 4:50, 5, 7, 8:30, 9 P. M., and 12 night. Sunday, 4:50, 5, 7, 8:30, and 9 P. M. Emigrant and second class, 7 P. M.

For Newark at 6, 6:30, 7, 7:40, 8, 9, 10, 11 A. M., 12 M., 1, 2, 2:30, 3, 3:10, 3:40, 4:10, 4:30, 5, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 7, and 8:10 P. M.

For Elizabeth, 6, 6:30, 7, 7:40, 8, 9, 10 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 4:50, 5, 5:20, 5:40, 6, 6:10, 6:30, 7, 7:30, 8:10, 10, 11:30 P. M., and 12 night. Sunday, 5:20, 7, and 8:10 P. M.

For Rahway, 6, 6:30, 7, 8, 10 A. M., 12 M., 1, 2, 2:30, 3:10, 3:40, 4:10, 4:30, 4:50, 5:20, 5:40, 6, 6:10, 6:30, 7, 8:10, 10 P. M., and 12 night. Sunday, 5:20 and 7, P. M.

For Woodbridge, Perth Amboy, and South Amboy, 6 and 10 A. M., 2:30, 4:50, and 6 P. M.

For New-Brunswick, 7 and 8 A. M., 12 M., 2, 3:10, 4:10, 5:20, 6:10, 7 P. M., and 12 night. Sunday, 7 P. M.

For East Millstone, 12 noon, 3 and 5:20 P. M.

For Kingston and Rocky Hill, 8:40 A. M. and 4:10 P. M.

For Princeton, 7, 8:40 A. M., 12:30, 2, 4:10 and 7 P. M.

For Lambertville and Flemington, 9:30 A. M. and 2 P. M.

For Phillipsburg and Belvidere, 9:30 A. M. and 2 P. M.

For Trenton, Bordentown, Burlington, and Camden, 7 and 9:30 A. M., 12:30, 2, 4, 5, and 7 P. M.

For Freehold, 7 A. M., 2 and 4:10 P. M.

For Farmingdale and Squan, 7 A. M. and 2 P. M.

For Hightstown, Pemberton, and Camden, via Perth Amboy, 2:30 P. M.

For Hightstown and Pemberton, 6 A. M.

Trains arrive as follows: From Pittsburg, 6:35 and 11:20 A. M. and 10:35 P. M., daily; 10:15 A. M. and 7:40 P. M., daily, except Monday. From Washington and Baltimore, 6:20 A. M., 4:15, 5:15, and 10:27 P. M. Sunday 6:20 A. M. and 10:27 P. M. From Philadelphia, 5:10, 6:20, 6:55, 10:15, 11:20, 11:54 A. M., 2:15, 4:15, 5:15, 7:35, 7:40, 8:44, 10:27 P. M. Sunday 5:10, 6:20, 6:55, 11:54 A. M., 7:40 and 10:27 P. M.

Ticket Offices, Nos. 526 and 944 Broadway, No. 1 Astor House, and foot of Desbrosses and Courtlandt sts.; No. 4 Court st., Brooklyn; Nos. 114, 116, and 118 Hudson st., Hoboken. Emigrant Ticket Office, No. 8 Battery place.

FRANK THOMSON, General Manager. D. M. BOYD, JR., General Passenger Agent.

CENTRAL RAILROAD OF NEW-JERSEY.

ALLENTOWN LINE TO THE WEST.

Passenger and Freight Station in New-York, foot of Liberty st. Connects at Somerville with South Branch Railroad; at Hampton Junction with Delaware, Lackawanna and Western Railroad; at Phillipsburg with Lehigh and Susquehanna Division; also with Lehigh Valley Railroad. Direct line to Harrisburg, Pittsburg, and the West; also to Central Pennsylvania and New-York State.

SUMMER ARRANGEMENT.

Commencing June 15, 1874.—Leave New-York as follows:

5:15 A. M.—News Train for Easton, Bethlehem, Bath, Allentown, Mauch Chunk, Tamaqua, Wilkesbarre, Scranton, &c.

6 A. M.—Way Train for Somerville and Flemington.

7 A. M.—Way Train for Easton, Belvidere, Mauch Chunk, Wilkesbarre, Pittston, Mahanoy City, Mt. Carmel, Hazleton, Tunkhannock, Towanda, Waverly, &c. Connects at Junction with Delaware, Lackawanna and Western Railroad.

9 A. M.—Morning Express, daily, (except Sundays,) for Easton, Allentown, Harrisburg, and the West. Connects at Somerville for Flemington: at Easton for Mauch Chunk, Tamaqua, Towanda, Wilkesbarre, Scranton, &c., with through cars to Danville, Williamsport, &c.

10:30 A. M.—Way Train for Somerville.

12:40 P. M.—Express for Flemington, Easton, Bath, Allentown, Mauch Chunk, Mahanoy City, Hazleton, Wilkesbarre, Scranton, Reading, Columbia, Lancaster, Ephrata, Pottsville, Harrisburg, &c.

2:30 P. M.—Way Train for Easton, Catasauqua, and Belvidere.

3:30 P. M.—Way Train for Plainfield. On Saturdays only to Somerville.

4 P. M.—Way Train for Easton, Allentown, and Mauch Chunk. Connects at Junction with Del., Lack. & West. R. R.

4:30 P. M.—Way Train for Somerville and Flemington.

5 P. M.—Way Train for Somerville.

5:15 P. M.—Way Train for Plainfield.

5:30 P. M.—Evening Express, daily, for Easton, Belvidere, Allentown, Mauch Chunk, Wilkesbarre, Towanda, Reading, Harrisburg, Pittsburg, Chicago, &c.

6 and 7 P. M.—Way Trains for Somerville.

7:30 P. M.—(Emigrant.)—For Easton.

9:15 P. M.—Way Train for Somerville.

12 P. M.—For Plainfield.

For Elizabeth at 5:15, 6, 6:15, 6:40, 7, 7:30, 8, 8:45, 9, 9:40, 10:30, 11:15 A. M.; 12 M.; 12:40, 1, 1:30, 2, 2:30, 3, 3:30, 3:45, 4, 4:15, 4:30, 4:45, 5, 5:15, 5:30, 5:45, 6, 6:10, 6:30, 7, 7:30, 8:15, 9:15, 10:30, 11:15, 12 P. M.

R. E. RICKER, Superintendent and Engineer.
H. P. BALDWIN, General Passenger Agent.

NEW-YORK, NEW-HAVEN AND HARTFORD RAILROAD.

NEW-YORK AND NEW-HAVEN DIVISION.

WINTER ARRANGEMENT, commencing Nov. 30, 1874. Passenger Station in New-York, Grand Central Depot. Entrance on 42d st.

TRAINS LEAVE NEW-YORK.

Trains for New-Haven leave at 7:10, (Accommodation,) 8:05, (Express,) 9:05, (Accommodation,) 10 A. M., (Express,) 12 M., (Accommodation,) 1, Express,) 3, (Express,) 2:20, (Accommodation,) 4:38 and 5:15, (Local Express,) 8:10, (Express,) and 9:10, (Express,) P. M.

For South Norwalk, 7:05, 8:05, 9:05 A. M., 12 M., 1, (Express,) 2:20, 3, 4:38, 5:15, 5:40, 6:35, 8:10, 9:10 P. M. For Stamford, 7:10, 8:05, 9:05, 10:10 A. M., 12 M., 1, 2:20, and 3, (Express,) 3:55, 4:38, 4:45, 5:15, 5:40, 6:35, 7:20, 8:10, 9:10, 11:35 P. M.

Boston express, via Springfield, at 8:05 and 10 A. M.; 3 and 8:10 P. M., via Shore Line, at 1 and 9:10 P. M. The 8:05 A. M., 1, 3, and 8:10 and 9:10 P. M. stopping at Stamford, Norwalk, and 8:05 and 10 A. M., 3, 8:10, and 9:10 P. M. at Bridgeport. The 8:05 A. M. and 1 P. M. connects with trains on Shore Line Division for Providence and the Connecticut Valley at Saybrook. The 8:05 A. M. and 3 P. M. connect with Shore Line Division for Norwich and New-Haven and Northampton Railroad at New-Haven, and the 8:05 A. M. and 1 P. M. for Newport; 8:05, 10 A. M. and 12 noon trains connect with Connecticut River Railroad at Springfield and 3 P. M. for Montreal. The 8:05 A. M. and 3 P. M. connects with Naugatuck Railroad, and the 8:05 A. M., 3 P. M. with Housatonic Railroad at Bridgeport. The 8:05, 3, and 4:38 P. M. with Danbury and Norwalk at South Norwalk, and the 8:05 A. M., 1 and 4:38 P. M. with New-Canaan Railroad at Stamford.

Sunday Boston Mail Trains at 7 P. M., via Springfield at 9:10 P. M., via Providence.

Drawing-room cars on Day Express and Sleeping-cars on Night Express Trains.

Tickets can be purchased at Ticket Office of the Company at Grand Central Depot, or at the offices of the New-York Transfer Company, No. 944 Broadway, and Windsor House, New-York, and No. 1 Court st., Brooklyn, who will also check baggage from residence to destination.

ERIE RAILWAY.

Summer Arrangement of through trains August, 1874. From Chambers Street Depot. (For 23d St. see note below.)

9:00 A. M., daily, except Sundays, Cincinnati and Chicago Day Express. Drawing-room coaches to Buffalo and sleeping coaches to Cincinnati and Detroit.

10:45 A. M., daily, except Sundays, Express Mail for Buffalo and Niagara Falls. Sleeping coach to Buffalo.

7:00 P. M., daily, Pacific Express to the West. Sleeping coaches through to Buffalo, Niagara Falls, Cincinnati, Detroit, Chicago and St. Louis, without change.

7:00 P. M., except Sundays, Emigrant train to the West.

Above trains leave Twenty-third Street Ferry at 8:45 and 10:15 A. M., and 6:45 P. M.

For local trains, see time-tables and cards in hotels depots.

JNO. N. ABBOTT, General Passenger Agent.

NEW-YORK CENTRAL AND HUDSON RIVER RAILROAD.—After Nov. 15, 1874, trains will leave Grand Central Depot:

8:00 A. M., Chicago and Northern Express, with drawing-room cars through to Rochester and St. Albans.

10:30 A. M., special Chicago Express, with drawing-room cars to Rochester and Buffalo.

11:00 A. M., Northern and Western Express.

4:00 P. M., Montreal Express, with sleeping cars from New-York to St. Albans.

6:00 P. M., Express, daily, with sleeping cars for Watertown and Canandaigua.

8:00 P. M., Pacific Express, daily, with sleeping cars for Rochester, Buffalo, and Niagara Falls; also for Chicago, via both L. S. and M. C. Railroads.

11:00 P. M., Express, with sleeping cars for Troy and Albany. Way trains as per Local Time Table.

C. H. KENDRICK, General Passenger Agent.

WICKFORD RAILROAD ROUTE TO NEWPORT, R. I.—Passengers for this line take 8:05 A. M. and 1 P. M. express trains from Grand Central Depot, arriving at 4:20 and 8:20 P. M. Also, on SUNDAYS, 9:10 P. M., Sleeping-car Express, arriving at Newport at 6 A. M. THEODORE WARREN, Supt.

STEAM-BOATS.

STONINGTON LINE FOR BOSTON.

Steamers NARRAGANSETT, Tuesdays, Thursdays, and Saturdays, and STONINGTON, Mondays, Wednesdays, and Fridays, from Pier No. 33 North River, foot of Jay st., at 4 P. M., arriving in Boston ahead of all other lines. Tickets for sale at all principal railroad offices, and state-rooms secured at the offices of Westcott Express Company, and at No. 319 Broadway.

D. S. BABCOCK, President. L. W. FILKINS, Gen. Pass. Agent.

SEA BIRD.

For Red Bank and intermediate stations. Pier No. 35 North River, foot of Franklin st.

LEAVE NEW-YORK.	LEAVE RED BANK.
Thursday, Dec. 3d....2:30 P.M.	Wednesday, Dec. 2, 1:00 P.M.
Saturday, 5th....2:30 P.M.	Friday, 4th....2:00 P.M.
Monday, 7th....2:30 P.M.	Monday, 7th....6:30 A.M.
Tuesday, 8th....2:30 P.M.	Tuesday, 8th....7:00 A.M.
Thursday, 10th....8:30 A.M.	Wednesday, 9th....7:30 A.M.
	Friday, 11th....8:00 A.M.

FOR RONDOUT AND KINGSTON, LANDING at Cozzens', Cornwall, Newburg, Marlborough, Milton, Highlands, (New Paltz,) Esopus.—The steam-boat THOMAS CORNELL leaves Harrison st., Pier No. 34 North River, every TUESDAY, THURSDAY, and SATURDAY at 4 P. M.

FOR NEW-HAVEN, HARTFORD, AND THE NORTH.—Steamers leave Peck slip for New-Haven at 3 and 11 P. M., connecting with road.

FOR BRIDGEPORT AND ALL POINTS ON Housatonic and Naugatuck Railroads.—Fare, $1. Steamers leave Catharine slip at 11:30 A. M.

FINANCIAL.

VERMILYE & CO. BANKERS,

16 and 18 Nassau st., New-York.

DEALERS IN ALL ISSUES OF GOVERNMENT SECURITIES. NEW-YORK CITY AND BROOKLYN BONDS. BUY AND SELL ON COMMISSION RAILWAY STOCKS, BONDS, AND GOLD.

INTEREST ON DEPOSITS.

WASH'N R. VERMILYE, | DONALD MACKAY
JAS. A. TROWBRIDGE | LATHAM A. FISH

$50, $100, $200, $500 INVESTED IN "STOCK PRIVILEGES" IN WALL ST. leads to many thousands of dollars profit. Comprehensive explanatory circulars, containing detailed statements and price list, mailed on application to ALEXANDER FROTHINGHAM & CO., Bankers and Brokers, No. 12 Wall st.

FIRST-CLASS WESTERN CITY AND COUNTY BONDS

FOR SALE BY

GEORGE OPDYKE & CO.,

No. 25 Nassau st.

SIX PER CENT. GOLD BONDS,

PAYABLE 1896,

At 106 in Currency.

GEO. K. SISTARE,

NO. 24 NASSAU ST.

DAVIDSON & JONES, BANKERS, Nos. 59 and 61 Wall st., New-York. Accounts of Merchants, Bankers, and Banks received either in gold or currency, subject to check at sight; four per cent. interest allowed on daily balances; stocks, gold, and Government securities bought and sold on commission, or carried on margins. Collections made on all points in the United States or Canada. Stocks purchased in Philadelphia, Baltimore, and Boston.

SAFEGUARD FIRE INSURANCE COMPANY, No. 152 BROADWAY, NEW-YORK, Nov. 23, 1874. **THE ANNUAL ELECTION OF THIRTY DIRECTORS** and of three Inspectors of the next succeeding election, will be held at this office on WEDNESDAY, Dec. 9, 1874, the poll being open from 12 to 1 o'clock. JAMES YEREANCE, Secretary.

CLEVELAND AND PITTSBURG RAILROAD COMPANY, OFFICE OF SECRETARY AND TREASURER, CLEVELAND, Ohio, Dec. 1, 1874. **THE ANNUAL MEETING OF THE STOCKholders** of this Company for the election of Directors, and for the transaction of such other business as may come before them, will be held at the office of the Company, in Cleveland, Ohio, on Wednesday, Jan. 6, 1875. The transfer books will be closed on the 5th inst. and reopen Jan. 7, prox. GEORGE A. INGERSOLL, Secretary.

OFFICE OF THE NEW CENTRAL COAL COMPANY, Nos. 6 and 6½ TRINITY BUILDING, NEW-YORK, Nov. 17, 1874. **THE ANNUAL MEETING OF THE STOCKholders** of this company for the election of directors to serve for the ensuing year will be held at the company's office on TUESDAY, Dec. 8, 1874. The polls will be open from 12 M. to 2 P. M. The transfer-books will be closed Dec. 4 and reopened Dec. 9. By order of the Board of Directors, WM. S. JACQUES, Secretary.

ST. JOSEPH AND DENVER CITY RAILROAD, Northern Pacific, Indianapolis, Bloomington and Western, and other defaulted Railroad Bonds bought by the old established house of ALBERT H. NICOLAY & CO., Stock Brokers and Auctioneers, No. 43 Pine st., New-York. N. B.—For sale, 7, 8, and 10 per cent. choice Municipal Bonds, paying 10 to 12 per cent., at a large reduction below par.

OFFICE OF THE HOWARD INSURANCE COMPANY, No. 66 WALL ST., NEW-YORK, Nov. 10, 1874. **THE ANNUAL ELECTION FOR DIRECTORS** of this company will be held at their office on MONDAY, Dec. 7, 1874, between the hours of 12 M. and 1 o'clock P. M. The transfer books will be closed until after that date. THEODORE KEELER, Secretary.

THE AMERICAN EXCHANGE NATIONAL BANK, NEW-YORK, Dec. 1, 1874. **ELECTION.**—AN ELECTION FOR DIRECTORS will be held at the office of this bank on TUESDAY, Jan. 12 next, from 12 M. to 1 o'clock P. M. E. WILSON, Cashier.

THE QUICKSILVER MINING COMPANY, No. 19 NASSAU ST., NEW-YORK, Dec. 2, 1874. **THE TRANSFER BOOKS OF THIS COMPANY** will be closed on WEDNESDAY, 9th inst., at 3 P. M. By order of the Board of Directors. DAVID MAHANY, Secretary.

BROWN BROTHERS & CO., NO. 59 WALL ST., ISSUE COMMERCIAL and TRAVELERS' CREDITS AVAILABLE in all PARTS of the WORLD.

STUDENTS PURSUE SUCH STUDIES AS THEY prefer without classes; backward pupils, private room. PAINE'S, No. 62 Bowery; up-town, No. 1,275 Broadway; writing lessons, $3 monthly.

IRVING SCHOOL OF ART.—DRAWING, WATER-color and oil painting, No. 67 University place, New-York Society Library; evening classes Wednesdays and Saturdays.

N. Y. GUARANTY AND INDEMNITY STOCK, GREAT WESTERN INSURANCE STOCK, NEW-YORK MUTUAL GAS-LIGHT STOCK, Bought and sold by W. C. NOYES, Nos. 4 and 6 Pine st.

FIRE INSURANCE STOCKS WANTED BY C. S. BAILEY, No. 65 Wall st.

FIRE INSURANCE STOCKS BOUGHT AND sold by WM. C. GILMAN, No. 46 Pine st.

DIVIDENDS.

OFFICE OF THE CONSOLIDATION COAL COMPANY OF MARYLAND, No. 71 BROADWAY, N. Y., Dec. 1, 1874. **THE BOARD OF DIRECTORS OF THIS COMPANY** have this day declared a DIVIDEND OF FOUR PER CENT. on its capital stock, payable on and after Jan. 2, 1875. The transfer books will close at 2 o'clock P. M. on the 19th inst., and remain closed until Jan. 4, 1875. H. C. HICKS, Secretary.

SAVINGS BANKS.

UNION DIME SAVINGS BANK,

Nos. 396 and 398 Canal st., corner Laight. Open daily from 10 to 3, and Monday evenings 5 to 7.

Assets, Over Ten Million Dollars.

Surplus, Over Eight Hundred Thousand Dollars. SIX PER CENT. INTEREST ALLOWED. Books in English, French, and German.

G. S. CHAPIN, Treasurer. | N. J. HAINES, President.
T. S. ARMOUR, Secretary.

PROPOSALS.

BOARD OF EDUCATION.

SEALED PROPOSALS will be received by the School Trustees of the Twenty-second Ward, at the Hall of the Board of Education, corner of Grand and Elm sts., until MONDAY, the 14th day of December, 1874, and until 9:30 o'clock A. M. on said day, for the materials and work for a new school building, to be erected on the north side of West 54th st., between 6th and 7th avs.

Proposals must state the estimate for each branch of the work separately, and be indorsed "Proposal for Mason-work," "Proposal for Carpenter-work," "Proposal for Painting."

Plans and specifications may be seen at the office of the Superintendent of School Buildings, No. 146 Grand st., third floor.

Two responsible and approved sureties, residents of this City, will be required from each successful bidder. Proposals will not be considered unless sureties are named.

The name of the party or firm submitting a proposal must be indorsed on the outside of the envelope containing said proposal.

The Trustees reserve the right to reject any or all of the proposals submitted.

JOEL W. MASON,
JOHN MORGAN,
JAS. R. CUMING,
ADNA H. UNDERHILL,
WALTER CARTER,
Board of School Trustees Twenty-second Ward.

Dated New-York, Nov. 25, 1874.

BOARD OF EDUCATION.

Sealed proposals will be received by the School Trustees of the Twenty-fourth Ward, at the Hall of the Board of Education, corner of Grand and Elm sts., until Thursday, Dec. 10, 1874, and until 4 o'clock P. M. on said day, for Additions and Alterations to Grammar School Building No. 66, situated near King's Bridge.

Sealed Proposals will also be received, at the same time and place, for the Desks, Seats, &c., required for said school.

Plans and specifications may be seen at the school, and at the office of the Superintendent of School Buildings, No. 146 Grand st., third floor.

Two responsible and approved sureties, residents of this City, will be required from each successful bidder. Proposals will not be considered unless sureties are named.

The name of the party or firm submitting a proposal must be indorsed on the outside of the envelope containing said proposal.

The Trustees reserve the right to reject any or all of the proposals offered.

MORRIS WILKINS,
GEO. H. MOLLER,
FERDINAND MEYER,
FRANKLIN EDSON,
M. K. HAMILTON, Jr.,
Board of School Trustees, Twenty-fourth Ward.
L. D. KIERNAN, Clerk.

Dated New-York, Nov. 25, 1874.

STRAW, TOBACCO, MEAL, RICE.—PROPOSALS will be received by the Department of Public Charities and Correction, until Dec. 2, for above. See City Record.

COPARTNERSHIP NOTICES

THE COPARTNERSHIP HERETOFORE existing under the firm name of BLOCK & LEO is this day dissolved by mutual consent.

New-York, Nov. 30, 1874. E. M. BLOCK. ARNOLD LEO.

HORSES AND CARRIAGES.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES At the Times Up-Town Office, No. 54½ West 32d st., junction Broadway and 6th av., And the Times West-Side Office, No. 308 West 23d st., corner of 8th av. NO EXTRA CHARGE WHATEVER.

CLARK'S PATENT HORSE CLIPPERS, warranted to be the genuine patent article. Trade supplied. HORSE BLANKETS, Wagon, Truck, and Traveling Blankets; also, CARRIAGE ROBES, SLEIGH BELLS, and SADDLERS' GOODS, of all kinds, at HARMER, HAYS & CO.'S, No. 72 Beekman st.

COUNTRY BOARD FOR HORSES—FOURteen miles from City, near Englewood, N. J.; 100 acres elegant pasture; finest stables; water in stalls; horses taken from and returned to City; terms moderate. Apply to PICKERT & CO., No. 96 Water st.

HAND-MADE HARNESS, HORSE BLANKETS, truck blankets, dog blankets, the largest and cheapest assortment in this City. E. BARTLETT, No. 62 Warren st., corner College place.

CARRIAGE, STABLE, AND SWEAT BLANKETS; Lap Robes all styles; our usual goods. MAGNUS BROS., No. 104 Fulton st., up-stairs.

BOARDING AND LODGING.

ADVERTISEMENTS ARE RECEIVED FOR THE NEW-YORK TIMES At the Times Up-Town Office, No. 54½ West 32d st., junction Broadway and 6th av., And the Times West-Side Office, No. 308 West 23d st., corner of 8th av. NO EXTRA CHARGE WHATEVER.

TWO LARGE CONNECTING ROOMS, with every improvement, with board for two, $26; or two couple, $18 and $20; new house, private family; references required. Address COSEY HOUSE, Times Up-town Office, No. 54½ West 32d st.

5TH AV., BETWEEN 11TH AND 12TH STS.—Desirable suites of apartments on first and second floors, in the spacious dwelling-house No. 45 5th av.; private table only.

DESIRABLE ROOMS, NICELY FURNISHED, with board, for gentleman and wife or single gentlemen; house first-class; centrally and very pleasantly located. 201 2d av., between 12th and 13th sts.

FIFTH AV., NO. 295, NEAR 31ST ST.—HANDsome and well furnished apartments, en suite, with all modern conveniences, with private table only; references exchanged.

NO. 4 EAST 29TH ST., BETWEEN 5TH AND Madison avs., handsomely furnished parlor and two or three bed-rooms, separately or together; private table if desired.

FORTY-FIFTH ST., NEAR 5TH AV.—A PRIVATE family is desirous of renting, with superior table, a suite of newly-furnished rooms. For particulars apply at Everett Library, No. 588 6th av.

NO. 26 WEST 16TH ST.—TWO CONNECTING rooms to let, together or separately, with board; gentlemen preferred; references exchanged. M. E. GAGE.

NO. 51 WEST 36TH ST.—LARGE ROOM, WELL-furnished, second floor; bath adjoining; also, front room and two smaller ones, third floor; excellent board; moderate terms.

NO. 19 5TH AV.—FURNISHED APARTMENTS; the parlor floor, three rooms deep, with private bath, &c.; connected with Brevoort House by passage way.

ROOMS, EN SUITE OR SINGLE, WITH OR without board; private table if desired; in all localities, 5th and Madison avs. and side streets; information free. COLES & HUBBARD, No. 64 West 33d st.

ELEGANT BOARDING ACCOMMODATIONS; best houses; all locations; prices and particulars free. Many choice suits at reduced prices. Open day and evening. GEORGE HANKINS, No. 1,209 Broadway.

NO. 28 WEST 12TH ST., NEAR 5TH AV.—With board, handsomely furnished second floor, en suite or singly; also rooms on third floor; house and table first-class; references given and required.

NO. 48 WEST 10TH ST., BETWEEN 5TH AND 6th avs.—Handsomely-furnished floor, with exclusive bath-room, for gentleman and wife; also two connecting rooms, with use of bath, on same floor without board.

NO. 39 WEST 33D ST., DESIRABLE FAMILY and single rooms, furnished or unfurnished, with or without private table; sunny front room, top floor, at $16 to two gentlemen; references exchanged.

NO. 246 WEST 24TH ST.—FRONT ROOM, third floor, also a room on fourth floor, to let, with board, to a gentleman and wife or two gentlemen; terms moderate. Table boarders taken.

NO. 58 WEST 33D ST.—A WELL FURNISHED room, suitable for one or two gentlemen, to let, with first-class board; location desirable; references exchanged.

NO. 41 WEST 16TH ST.—BOARD; HANDSOMEly-furnished, sunny front room on second floor, with large communicating bedroom; also single room; terms moderate; liberal table; references.

NO. 354 WEST 23D ST.—A FINE LARGE second story front alcove room to let, with board, in a private family; all conveniences; references exchanged.

FURNISHED ROOMS IN A PRIVATE FAMILY on second floor; bath-room on same floor. No. 58 Irving place, between Clarendon and Westminster Hotels.

MARLBOROUGH HOUSE, Corner 6th av. and 33th st., Murray Hill. Three fine suites of apartments vacant. W. L. FISH.

MADAM ROBINSON, FROM NEWPORT, R. I., Has an elegant parlor floor to let, with private table; also, handsome rooms on third and fourth floors. No. 47 West 22d st.

NO. 14 EAST 28TH ST., BETWEEN 5TH AND Madison avs.—Elegantly-furnished parlor and bedroom; every convenience; on first floor; for gentleman without board; references.

MRS. WILLIAMS, NO. 260 4TH AV., IS offering a very desirable first floor, with private table, the apartments being the suite lately occupied by the Countess De Ferussac.

NO. 36 EAST 21ST ST., NEAR BROADWAY.—Handsomely furnished suite of rooms, with liberal table and comforts of a refined home; also one square room; references.

NO. 250 MADISON AV., CORNER OF 38TH st.—A fine suite of rooms to let to a family of adults, with or without private table.

NO. 33 WEST 33D ST.—HANDSOMELY FURnished third floor, with board, for gentleman and wife.

NO. 50 WEST 46TH ST., BETWEEN 5TH AND 6th avs.—Private family will let second floor, with board; references required.

NO. 60 WEST 38TH ST.—FURNISHED ROOMS, with board; single rooms for gentlemen; private table, if desired.

DESIRABLE SUITES OF FURNISHED ROOMS to let, without board, in first-class house No. 34 West 25th st., near Madison square; choice location.

NO. 22 EAST 49TH ST.—ELEGANT SUITES and single rooms; house first class; private table; references exchanged.

A PRIVATE FAMILY WILL LET, WITH board, a large, fully furnished room. No. 150 East 27th st.

NO. 17 WEST 37TH ST.—A LARGE, PLEASANT room to let, with board; best references given and required.

FIFTH AV., NO. 351.—NEWLY-FURNISHED front parlor and bedroom, on fourth floor, with board, fire, and gas; $30 for two persons.

NO. 33 WEST 31ST ST.—A NEWLY AND handsomely furnished parlor floor, two rooms, with private bath, for gentlemen or gentleman and wife.

NO. 8 EAST 9TH ST., NEAR 5TH AV.—A handsomely furnished suite of rooms to let, with or without private table; references.

FIFTH AV., NO. 273.

Between 29th and 30th sts.—Handsomely furnished suite of rooms, with strictly first-class board.

FIFTH AV., NO. 347.—A LARGE, SUNNY ROOM and small room connecting, with first-class table; unexceptionable references given and required.

NO. 21 EAST 22D ST.—A LARGE, HANDSOMEly-furnished, sunny room to let, with board; also single rooms on fourth floor; terms moderate; reference.

SEVENTEENTH ST.—FURNISHED ROOMS WITHout board, for gentlemen only. No. 104 East 17th st., between Irving place and Union square.

ONE HANDSOME SUITE OF ROOMS, ALSO rooms for single gentlemen; highest reference given and required. No. 23 West 26th st.

NO. 30 EAST 35TH ST.—HANDSOME FRONT parlor; also, two hall rooms, third story, with board.

NO. 61 WEST 17TH ST.—SINGLE ROOMS TO rent, with board, to gentlemen appreciating a refined home.

A SECOND FLOOR, WITH PRIVATE TABLE, or without board; references. No. 38 East 20th st., near Broadway.

FIFTH AV., NO. 297.—A SECOND FLOOR TO let, with or without private table.

FURNISHED ROOMS TO LET, WITH board, at No. 255 4th av.; references.

NO. 19 EAST 46TH ST.—ROOMS TO LET, with board; references exchanged.

NO. 360 WEST 22D ST.—FURNISHED ROOMS, singly or en suite.

BOARD WANTED.

IN EXCHANGE FOR BOARD—AN ITALIAN gentleman will give lessons in Italian, French, Latin, and music. His connections are highly respectable. Call or address No. 1,233 Broadway.

WANTED—FIRST-CLASS TABLE BOARD FOR two gentlemen in vicinity of 30th st. and 5th av. Address with references and price, Post Office Box No. 1,837, City.

WINTER RESORTS.

ROYAL VICTORIA HOTEL,

Nassau, N. P., Bahamas. T. J. PORTER, Proprietor. For full information address J. Lidgerwood & Co., No 758 Broadway, N. Y. Steamers sail every two weeks.

FURNITURE.

T. G. SELLEW,

DESKS, OFFICE AND LIBRARY FURNITURE, No. 103 Fulton st., FINE CYLINDER DESKS.

WEEKLY OR MONTHLY PAYMENTS for FURNITURE, CARPETS, and BEDDING, at B. M. COWPERTHWAITE & CO.'S, Nos. 155 and 157 Chatham st. An immense stock and low prices.

MISFIT CARPETS.—GOOD SECOND-HAND AND misfit carpets a specialty; all sizes, rich patterns very cheap. 112 Fulton st., near Nassau, side entrance.

AMUSEMENTS.

FIFTH AVENUE THEATRE.

28th st. and Broadway.

Begins at 8. Carriages may be ordered for 10.

Proprietor and Manager..........Mr. AUGUSTIN DALY

LAST NIGHT BUT ONE of THE HEART OF MID-LOTHIAN.

LAST MATINEE, SATURDAY, AT 1:30, OF THE HEART OF MID-LOTHIAN.

SATURDAY NIGHT, DEC. 5, FIRST NIGHT on any stage of an entirely novel and remarkable Romantic Play by Mr. AUGUSTIN DALY, arranged and adapted from a powerful dramatic sensation of the Spanish stage, entitled

YORICK!

To be produced with every scene new, new costumes, and a significant distribution of characters.

BOX SHEET NOW OPEN.

GRAND OPERA-HOUSE. BLACK CROOK.

EVERY NIGHT AND SATURDAY MATINEE the Imperial Spectacle,

THE BLACK CROOK,

presented in all the grandeur of superb new scenery, beautiful new costumes, a GRAND BALLET OF OVER THREE HUNDRED BEAUTIFUL GIRLS, novel marches, delicious music, unique evolutions, special features, &c., &c.

POPULAR PRICES PREVAIL notwithstanding the enormous outlay.

NAST; OR, THE CARICATURIST CARICATURED!

ROBERTS' LAST READING TO-NIGHT AT Association Hall. See programme above.

LYCEUM THEATRE. SOLDENE.

M. GRAU & CHIZZOLA..........Lessees and Managers.

FIFTH WEEK and continuous success of Miss EMILY SOLDENE and her ENGLISH OPERA BOUFFE COMPANY, EVERY EVENING THIS WEEK, Also, SATURDAY AFTERNOON, Dec. 5,

The Grand Duchess.

(A great hit.)

THE DUCHESS (her great rôle)..........Miss SOLDENE

"New scenery," "exquisite dresses," "great cast."

SATURDAY, ONLY GRAND DUCHESS MATINEE.

PHILHARMONIC SOCIETY.

PUBLIC REHEARSAL, FRIDAY, DEC. 4, AT 2:30 P. M. ACADEMY OF MUSIC. GRAND ORCHESTRA OF 100 PERFORMERS. Herr CARL BERGMANN, Conductor.

MACCABE.—ROBINSON HALL, MONDAY NEXT, in a revised edition of his entertainment. Robinson Hall closed this week for complete renovation and elegant refurnishing. A new drama with original effects on MONDAY next.

SAN FRANCISCO MINSTRELS.

New Opera House, Broadway, corner 29th st. JIM CROW ALIVE. Birch, Wambold, Backus, Ryman, Mackin, Wilson, Ricardo, Rudolph, Tremaine, Pelham, Barron, Mullally. FAMILY MATINEE, SATURDAY, AT 2.

AMERICAN INSTITUTE.

Prof. JUDD commences his great 500-mile walk MONDAY, Dec. 7, at 9:30 A. M. Promenade concerts at 2 and 8 P. M. by Gilmore's band. Admission 50 cents.

INSTRUCTION.

Collegiate Institute,

(NO. 40 WASHINGTON SQUARE.)

GEO. W. CLARKE, Ph. D., Principal.

Prepares pupils of all ages for business or college.

ST. JOHN'S SCHOOL.

BOARDING AND DAY SCHOOL FOR YOUNG LADIES AND CHILDREN.

Rev. Theodore Irving, LL. D., Rector.

NO. 21 WEST 32D ST.

Dr. Irving's special class in English Literature, with readings from the best authors, for ladies who have finished their studies, but would like to avail themselves of the advantages of such a course, will begin on THURSDAY, Nov. 12, and continue until the middle of May.

Terms, $25 for the course.

For circulars or information apply to the Rector, No. 21 West 32d st.

SEWARD INSTITUTE FOR BOYS.

Florida, Orange County, N. Y.

$150 pays board, tuition in all English branches, together with Latin, Greek, and modern languages, fuel, light, &c., of one pupil for twenty weeks in this well-known institution. Number limited to thirty. Three vacancies to fill. Send for catalogue.

T. G. SCHRIVER, A. M.

A HIGHLY-EDUCATED FAMILY, RESIDing in a pleasant villa, surrounded by a large garden, in the healthy and cheerful town of Arnstadt, Thuringia, Germany, is willing to take charge of two girls, aged from ten to twelve years, with a promise of a motherly care and attention to their proper education.

Two boys of a similar age can also be accommodated. Arnstadt possesses excellent schools, including a college. Particulars may be obtained by applying to FREDERICK PROBST & CO., 61 Broad st., New-York.

COLLEGIATE ACADEMY.

S. A. FARRAND and D. S. EVERSON, Principals, No. 729 6th av., opposite Reservoir Park, Reopens Sept. 23.

GREAT PAINS ARE TAKEN TO TEACH BOYS HOW TO STUDY. THE PRINCIPALS DEVOTE THEIR WHOLE TIME TO GIVING PERSONAL INSTRUCTION.

MISS DU VERNET,

ASSISTED BY COMPETENT MASTERS, reopened her BOARDING and DAY SCHOOL for boys under fifteen at No. 102 West 29th st., one door from 6th av., on WEDNESDAY, Sept. 23. Day boarders are taken to the park after an early dinner.

KINDERGARTEN.

Mrs. KRAUS-BOELTE and Prof. JOHN KRAUS (formerly of No. 7 Gramercy Park) continue their kindergarten intermediate class, training class for kindergarten teachers, and mothers' class at Nos. 1,266 and 1,268 Broadway, between 32d and 33d sts.

$50 TO $60 FOR TEN WEEKS' BOARD and tuition, piano, French and English, for young ladies and children; no extras. Winter term begins Nov. 18; No. 231 Washington av., between Myrtle and Willoughby avs., Brooklyn, N. Y.

ELOCUTION.—PRIVATE LESSONS BY AN EXperienced teacher. Ladies and gentlemen. Prof. McCUTCHEN, No. 316 West 53d st.

CHARLIER INSTITUTE, NO. 108 WEST 59TH st.—Boarding and Day School; special preparation for college; new and splendid building.

MRS. J. T. BENEDICT'S BOARDING AND DAY School for young ladies and children, reopened Oct. 1, at No. 7 East 42d st.

ANTHON GRAMMAR SCHOOL, NO. 252 Madison av. Pupils prepared for the counting-house, college, the School of Mines, &c.

MILITARY BOARDING SCHOOL, WHITE Plains, N. Y. Principal, O. R. WILLIS, Ph. D.

MRS. JONSON AND MISS JONES' SCHOOL for young ladies and children, No. 13 East 31st st.

PEEKSKILL (N. Y.) MILITARY ACADEMY. —New building and gymnasium. $400 per annum.

CLAVERACK College and H. R. Inst., at Claverack, N. Y. Opens Sept. 7. ALONZO FLACK Ph. D., Pres.

TEACHERS.

A TEACHER OF SEVERAL YEARS' SUCcessful experience, desires a position as assistant in a private school; satisfactory references. Address Miss K. C., Brooklyn Post Office.

SURROGATE NOTICES.

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against THOMAS CHRISTY, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers at their place of transacting business, No. 418 West Twenty-third street, in the City of New-York, on or before the fifteenth day of May next.—Dated New-York, the 11th day of November, 1874.

SAMUEL S. CONSTANT, | Executors, &c., of
CHARLES R. CHRISTY, | Thomas Christy
HENRY J. CHAPIN, | deceased.

n12-1aw6mTh*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against FLOYD SMITH, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his office, No 18 Vesey st., in the City of New-York, on or before the 27th day of April next. Dated, New-York, the 20th day of October, 1874.

GRANVILLE A. MENDON, Executor.

o22-1aw6mTh*

IN PURSUANCE OF AN ORDER OF Robert C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against John F. Butterworth, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at No. 48 Wall st., in the City of New-York, on or before the fifteenth day of March next. Dated New-York, the eighth day of September, 1874.

AUGUSTA J. SMITH, Administratrix.
WILLIAM JAY, Administrator
Of John F. Butterworth, deceased.

s10-1aw6mT

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN ARMSTRONG, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of William Armstrong, No. 19 Ferry street, in the City of New-York, on or before the ninth day of January next.—Dated New-York, the eighth day of July, 1874.

WILLIAM ARMSTRONG, | Executors.
CHARLES H. ISHAM, |

jy9-1aw6mTh*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against ANNIE JUDSON CARVALLO, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at his office, No. 63 Pine street, in the City of New-York, on or before the 20th day of April next.—Dated, New-York, the 14th day of October, 1874. WALTON W. EVANS, Administrator, &c.

o15-1aw6m-Th*

IN PURSUANCE OF AN ORDER OF ROBERT C. Hutchings, Esq., Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN WESTERFIELD, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscribers, at their office, No. 474 Sixth avenue, in the City of New-York, on or before the 16th day of January, 1875, next.—Dated New-York, the 15th day of July, 1874.

JAS. W. WESTERFIELD, | Executors.
JOHN BARBERIE, |

jy16-1aw6mTh*

AMUSEMENTS.

P. T. BARNUM'S GREAT HIPPODROME.

EVERY AFTERNOON AND EVENING.

THE FASHIONABLE RESORT OF THE METROPOLIS!

The most perfectly ventilated edifice ever constructed, delightfully heated by the new system, forming by far the most comfortable place of amusement in New-York,

GRAND ORCHESTRA, ORCHESTRA, AND FAMILY CIRCLE.

Alike desirable for witnessing the thrilling contests in speed upon the Grand Course!

NO ABATEMENT OF ENTHUSIASM!

EACH AND ALL THE BRILLIANT ACTS RECEIVED WITH UNBOUNDED ADMIRATION!

THE FETE AT PEKIN OR
FETE AT PEKIN
FETE AT PEKIN
HOLIDAY OF THE CELESTIALS!
HOLIDAY OF THE CELESTIALS!
HOLIDAY OF THE CELESTIALS!
NEW RACES
AFTERNOON AND EVENING.
DARING LADIES' HURDLE RACES!
THRILLING ROMAN CHARIOT RACES!
STARTLING ROMAN WAR RACES!
NOVEL RUSSIAN COURIER RACES!
BEAUTIFUL LADIES' FLAT RACES!
RACES BY TRAINED ANIMALS!
THE WORLD-RENOWNED JACKLEY FAMILY!
ETC., ETC., ETC., ETC., ETC., ETC., ETC.

GRAND MENAGERIE OPEN AT 1 AND 6:30.
GRAND ENTERTAINMENT AT 2:30 AND 8.

General Admission, 50 cents; Children Under Ten—DURING THE DAY ONLY—half price.

ROBERTS' LAST READING TO-NIGHT AT Association Hall. See programme above.

PARK THEATRE.

TWELFTH WEEK OF THE GREAT SUCCESS. EIGHTY-FIRST PERFORMANCE, THURSDAY, Dec. 3, by JOHN T. RAYMOND of his popular character specialty Col. MULBERRY SELLERS, in MARK TWAIN'S DRAMA.

Nightly received by crowded houses with peals of laughter and roars of applause.

"THE HIT OF THE PRESENT SEASON."—*World.*

EVERY NIGHT and SATURDAY MATINEE.

Seats secured ten days in advance.

Order carriages at 10:30.

"THERE'S MILLIONS IN IT."

CHARLES ROBERTS, Jr. ASSOCIATION HALL.

LAST READING.

THURSDAY, DEC. 3, AT 8 P. M.

PROGRAMME.

ALEXANDER'S FEAST	DRYDEN
THE CHARCOAL MAN	TROWBRIDGE
THE COMING OF THE BAGPIPES TO LUCKNOW	HENRY NORFORD
DRIFTING	T. B. READ
A MIDSUMMER NIGHT'S DREAM—Act I, Scene 2—The Clowns in Council	SHAKESPEARE
THE BATTLE OF NASEBY	MACAULEY
IN SCHOOL DAYS	WHITTIER
GREEN APPLES	TROWBRIDGE
GRANDAD IN THE INGLE	R. BUCHANAN
BUCK FANSHAW'S FUNERAL	MARK TWAIN

MR. S. B. MILLS, PIANIST.

Admission, 75 cents; Reserved seats, $1. Tickets for sale at Gurley's, under the hall, and at the door, on the above evening.

NAST; OR, THE CARICATURIST CARICATURED!

OLYMPIC THEATRE. NO. 624 BROADWAY

Mr. JOHN F. POOLE..........Manager

The new burlesque with new scenery, effects, &c.

THE BLACK AND TAN CROOK.

First appearance of W. B. Cahill and Thos. Granger. Reappearance of Miss NELLY PIERIS. Sol Smith Russell, Gus Williams, William Courtright, Sanford and Wilson, Miss Emma Day, Miss Alice Harrison, and Russian Ballet Troupe.

MATINEES WEDNESDAY and SATURDAY.

BRYANT'S OPERA HOUSE, 23D ST.

EVERY EVENING at 8. SATURDAY MATINEE at 2.

The world famous BRYANT'S MINSTRELS, Dave Reed, Nelse Seymour, Bob Hart, W. H. Brockway, Hogan, Emerson, DAN BRYANT, W. Henry Rice.

DRY GOODS.

Gentlemen's and Youths' FURNISHING DEPARTMENT.

Arnold, Constable & Co.

Have an extensive assortment of PLAIN and FANCY

DRESSING ROBES,
SMOKING JACKETS,
FRENCH AND ENGLISH
CARDIGAN JACKETS,
COLLARS AND CUFFS,
SILK MUFFLERS,
SILK HDKFS,
PLAIN, HEMMED, AND
INITIAL HDKFS.

A large assortment of

Ladies' & Gents' Neckwear

SASH RIBBONS
AND SASHES,
LADIES' AND GENTS'
BUCKSKIN UNDERWEAR,
SCARLET AND WHITE
MEDICATED FLANNEL
AND CASHMERE UNDERWEAR.

Improved Dress Shirts,

Ready made and to order with despatch, and WARRANTED TO FIT.

Corner 19th st. and Broadway.

BANKRUPT NOTICES.

IN BANKRUPTCY.—IN THE DISTRICT COURT of the United States for the Southern District of New-York.—In the matter of JOHN A. BURKE, bankrupt.—Notice is hereby given that a petition has been filed in said court by John A. Burke, in said district, duly declared a bankrupt under the act of Congress of March 2, 1867, for a discharge and certificate thereof from all his debts and other claims provable under said act, and that the 31st day of December, 1874, at two o'clock P. M., at the office of Mr. Edgar Ketchum, Register in Bankruptcy, No. 129 Fulton street, in the City of New-York, is assigned for the hearing of the same, when and where all creditors who have proved their debts, and other persons in interest, may attend and show cause, if any they have, why the prayer of the said petition should not be granted.—Dated New-York, on the 2d day of December, 1874.

d3-1aw3wTh* GEO. F. BETTS, Clerk.

THIS IS TO GIVE NOTICE—THAT ON THE 28th day of November, A. D. 1874, a warrant in Bankruptcy was issued against the estate of Gustav Baer, of New-York, in the County of New-York and State of New-York, who has been adjudged a bankrupt on his own petition; that the payment of any debts and delivery of any property belonging to such bankrupt to him or for his use, and the transfer of any property by him are forbidden by law; that a meeting of the creditors of the said bankrupt to prove their debts, and to choose one or more assignees of his estate, will be held at a Court of Bankruptcy, to be holden at No. 152 Broadway, in the City of New-York, before Mr. Henry Wilder Allen, Register, on the 17th day of December, A. D. 1874, at 12 o'clock M.

OLIVER FISKE, U. S. Marshal, as Messenger, Southern District of New-York.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New-York.—In the matter of JOHN TAYLOR, bankrupt.—In Bankruptcy, No. 4,923.—Before James F. Dwight, Register.—To whom it may concern: The undersigned hereby gives notice of his appointment as assignee of John Taylor, of the City of Brooklyn, formerly carrying on business in the City of New-York, in the County of New-York and State of New-York, within said district, who has been adjudged bankrupt upon his own petition by the District Court of said district.—Dated at New-York, the 10th day of October, A. D. 1874.

JAMES W. DUNNING, Assignee, No. 292 Washington street, New-York City.

n19-1aw3wTh*

IN BANKRUPTCY.—DISTRICT OF NEW-JERSEY, ss.—At Newark, on the 24th day of November, A. D., 1874.—The undersigned hereby gives notice of his appointment as assignee of FREDERICK HEIM, of Newark, in the County of Essex, and State of New-Jersey, within said district, who has been adjudged bankrupt upon creditors' petition, by the District Court of said district. R. N. MILLER, Assignee, &c.,

n26-1aw3w-T* No. 782 Broad street, Newark, N. J.

DANCING.

A. DODWORTH'S

PRIVATE CLASSES FOR DANCING, No. 212 5th av., corner 26th st.

Open for the season. Morning and afternoon classes for ladies and children; evening classes for gentlemen. Send for a circular.

MR. DE GARMO,

TEACHER OF DANCING, NO. 82 5TH AV., CORNER 14TH ST.

C. H. RIVERS' BROOKLYN DANCING Academy, No. 175 State st.—Classes for beginners are now forming. All the fashionable dances are taught in one quarter. Send for a circular. Inclose 25 cents for a "Dancer's Assistant."

AMUSEMENTS.

UNION SQUARE THEATRE.

Proprietor..........Mr. SHERIDAN SHOOK
Manager..........Mr. A. M. PALMER

Begins at 8; over at 10:40.

NINTH AND LAST WEEK THIS SEASON

Of the most charming of all domestic dramas,

JANE EYRE,

the run of which might be indefinitely prolonged but for the fact, that Miss CHARLOTTE THOMPSON'S present engagement here, terminates Dec. 5.

Better than Led Astray.—*New-York Times.*

The scenes and appointments all new, and of the most elegant description.

Characters by | The cast includes the names of Misses Charlotte Thompson, Fanny Morant, Mrs. Marie Wilkins, Maude Granger, Kate Holland, Hattie Thorpe, Mary Stuart, Cora Cassidy, Laura Thorpe, and Messrs. McKee, Rankin, F. F. Mackay, John Parselle, H. W. Montgomery, Claude Burroughs, W. H. Wilder, and W. S. Quigley.

SATURDAY, Dec. 5, at 1:30, TENTH AND LAST MATINEE OF JANE EYRE.

MONDAY EVENING, Dec. 7, will be produced, after careful preparation, and with new and appropriate scenery and costumes, Lovell's great play, LOVE'S SACRIFICE, which has been specially rearranged for this Theatre, and in which Miss Rose Eytinge will make her first appearance this season.

BOX-SHEET NOW OPEN.

Due notice will be given of the production of the greatest sensation of the modern stage.

THE TWO ORPHANS.

FRIDAY EVENING, Dec. 4, benefit of Miss Charlotte Thompson, and last performance but two of JANE EYRE.

THE BEST SEATS FOR ALL THEATRES AND BARNUM'S, SIX DAYS IN ADVANCE, AT TYSON'S NEW THEATRE TICKET-OFFICE, WINDSOR HOTEL.

NAST; OR, THE CARICATURIST CARICATURED!

ROBERTS' LAST READING TO-NIGHT AT Association Hall. See programme above.

BOOTH'S THEATRE. CLARKE.

JARRETT & PALMER beg to announce an engagement (positively limited to two weeks) with the distinguished American comedian,

MR. JOHN S. CLARKE,

recently returned from London, where his protracted stay was marked by a continuous success, who will appear

EVERY NIGHT and at the SATURDAY MATINEE, in two of his best parts, always creative of extreme hilarity, beginning THIS EVENING, with Redmond Tape in a great English comic sketch, by H. J. Byron, and entitled

RED TAPE.

and as Major Wellington de Boots in Stirling Coyne's excellent comedy of three acts,

THE WIDOW HUNT.

The entertainment will afford an evening of unlimited fun.

THE BOX-OFFICE, during Mr. CLARKE'S engagement, will be open every day from 8 A. M. to 10 P. M.

WALLACK'S.

Proprietor and Manager, Mr. LESTER WALLACK.

Mr. DION BOUCICAULT

EVERY EVENING and SATURDAY MATINEE, in a new and original Irish play, entitled

reacnan

THE SHAUGHRAUN.

Mr. H. J. MONTAGUE, Mr. JOHN GILBERT, Mr. HARRY BECKETT, Mr. EDWARD ARNOTT, Mr. J. B. POLK, Mr. E. M. HOLLAND, Mr. LEONARD, Mr. EDWIN, Miss ADA DYAS, Miss JEFFREYS LEWIS, Mme. PONISI, Miss IONE BURKE, Mrs. SEFTON, and Miss BLAISDELL also in the cast.

Carriages may be ordered at 10:40.

Seats secured three weeks in advance.

NAST; OR, THE CARICATURIST CARICATURED!

ROBERTS' LAST READING TO-NIGHT AT Association Hall. See programme above.

Y. M. C. A.

MEMBERS' LECTURE COURSE, ASSOCIATION HALL,

Dr. J. G. Holland,

(TIMOTHY TITCOMB,)

Will lecture FRIDAY EVENING, DEC. 4.

Tickets, 50 cents.

ASSOCIATION HALL. VANDENHOFF.

SECOND LECTURE AT 11:30

This Morning.

Subject—KING JOHN.

BOWERY THEATRE.

Miss JENNIE MORTON, in her drama of IDLEWILD, Miss LOUISE SYLVESTER and DONALD McKAY, WARM SPRING INDIANS in the burlesque of POCAHONTAS.

METROPOLITAN THEATRE.

DICK SANDS, FRANK JONES, NETTIE FLORENCE, LOLA, the Queen of Gymnasts. LOLA. GILMORE and SMITH, McCOLLOUGH and McGARVEY, Mme. PICAUT'S CAN-CAN DANCERS, AND ONE HUNDRED STAR ARTISTS. MATINEES WEDNESDAY and SATURDAY at 2.

WOOD'S MUSEUM. WOOD'S.

THIS

EVENING AT 8.	AFTERNOON AT 2.
FREDERIC ROBINSON	CINDERELLA
in	AND TOODLES.
QUARRY DELL.	SHELDON and LEFFINGWELL

TERRACE GARDEN THEATRE,

58th st., between 3d and Lexington avs. Mlle. DELACOUR'S FRENCH DANCERS. Mme. RENTZ'S FEMALE MINSTRELS and the GREAT VARIETY COMPANY. MATINEES, TUESDAY and FRIDAY.

MUSICAL.

WATERS' NEW SCALE PIANOS

are the **best made.** *The touch elastic, and the tone powerful, pure and even.* **WATERS' Concerto ORGANS** *cannot be excelled in tone or beauty; they defy competition. The* **Concerto Stop** *is a fine Imitation of the Human Voice.* **PRICES EXTREMELY LOW** *for cash during the Holidays.* **Monthly Installments received. Second-hand Instruments** *at great bargains.* **Traveling** *and* **Local AGENTS WANTED.** *A liberal discount to Teachers, Ministers, Churches, Schools, Lodges, etc.* **Special inducements to the trade. Illustrated Catalogues mailed. HORACE WATERS & SON, 481 Broadway, N. Y. Box 3567.**

M. M. MERRELL, NO. 8 UNION SQUARE, (No. 165 4th av.) A LARGE STOCK OF PIANOS, SQUARE AND UPRIGHT, To Rent or Sell Cheap. SALES ON EASY MONTHLY PAYMENTS.

A. BRAUTIGAM'S UPRIGHT AND SQUARE pianos are second to none. Prices moderate. Constantly on hand a large assortment of second-hand pianos from best makers. Pianos to rent. Warerooms, No. 701 Broadway.

AN IMMENSE STOCK—STEINWAY'S AND other Pianos; upright, square, grand: also Organs. Inducements for cash. On installments and to rent. S. T. BALL & CO., No. 15 East 14th st.

$10 A QUARTER FOR TWO MUSIC LESSONS weekly by a lady educated in Europe; best system adopted. Address PROGRESS, Times Up-town office, No. 54½ West 32d st.

A GREAT CHANCE—TO CLOSE THE ESTATE of G. B. Barmore, No. 368 Bleecker st., by order of administratrix, at cost, 700 Pianos by Jan. 1. Second hand Pianos cheap.

LIGHTE & ERNST, OLDEST PIANO HOUSE in New-York, offer great bargains for cash and on easy monthly payments, at their new warerooms, No. 12 East 14th st., between Broadway and 5th av.

FOR RENT—UPRIGHT, SQUARE, AND GRAND PIANOS of our own make; also, for sale, a number of fine second-hand pianos. WM. KNABE & CO., No. 112 5th av., above 16th st.

UPRIGHT PIANOS.—A LARGE AND SUPERIOR assortment for sale or rent at OUVRIER & SON'S, Manufacturers, No. 27 West 13th st., between 5th and 6th avs.

LECTURES.

THE SECOND LECTURE OF THE COURSE OF 1874-75—Before the General Society of Mechanics and Tradesmen, will be delivered THIS EVENING, Dec. 3, at Steinway Hall, by Prof. S. J. SEDGWICK. Subject: "From Omaha to Greene River." Doors open at 7:15, commence at 8 o'clock.

AMERICAN INSTITUTE.—THE POLYTECHNIC branch will meet THIS (Thursday) EVENING, at 7:30 o'clock, at Hall No. 24 Cooper Union. HENRY M. PARKHURST, Esq., will lecture on "The Coming Transit of Venus." The public are invited. R. WEIR, Secretary. S. D. TILLMAN, Chairman.

REV. J. HYATT SMITH IN THE WILLETT Street Methodist Episcopal Church, near Grand, on THURSDAY EVENING, Dec. 3, 1874. Subject—"What I Saw and Heard from New-York to Jerusalem." Tickets, 30 cents. Commences at 8 o'clock.

REV. DR. G. F. KROTEL WILL DELIVER A lecture THIS EVENING at 8 o'clock, in the Swedish Church, between Lexington and 3d avs. Subject—"Whom to Marry." Admission, 50 cents.

RELIGIOUS NOTICES.

REV. STEPHEN H. TYNG, JR., D. D., RABBI G. Gottheil, D. D., Rev. Thomas S. Hastings, D. D., Col. Frederick A. Conkling, and Rev. Alvah Wiswall will address a meeting, to be held this evening at the Church of the Holy Trinity, corner Madison av. and 42d st., at 8 o'clock. Subject—"Outlook for the Poor this Winter." Seats free.

THE GREAT AWAKENING IN SCOTLAND. —Rev. Charles Collins will give an account of the great religious awakening in Scotland under the labors of Messrs. Moody and Sankey, in the Central Presbyterian Church, West 56th st., near Broadway, on FRIDAY EVENING, Dec. 4, beginning at 7:30 o'clock.

MEETINGS.

THE MONTHLY MEETING OF THE BAPTIST SOCIAL UNION OF MANHATTAN ISLAND will be held on THURSDAY, Dec. 3, 1874, at 7:30 P. M., at DELMONICO'S, corner 5th av. and West 14th st. Subject: "The Better Side of Our Denominational Life." Speeches will be made by Rev. E. Bright, D. D., Editor of the Examiner and Chronicle; Rev. J. F. Elder, and James A. Reid, Esq.

Members are requested to be prompt at 7:30 o'clock. A collation will be provided.

JOHN H. DEANE, Secretary, No. 39 William st.

TWEED'S HABEAS CORPUS.

THE WRIT QUASHED AND THE PRISONER REMANDED.

A CROWDED COURT-ROOM AND AN INGENIOUS ARGUMENT—HOW THE PRISONER'S COUNSEL MISSED THE POINT—THE DISTINCTION BETWEEN COURTS OF CIVIL AND CIRMINAL JURISDICTION — JUDGE BARRETT'S DECISION.

The announcement that the case of William M. Tweed would be brought before the Court of Oyer and Terminer yesterday on a writ of habeas corpus and motion for the prisoner's discharge from further imprisonment under his sentence, brought together not only the usual large crowd of politicians present on such occasions, but also a large number of members of the Bar and substantial citizens interested in the disposition which might be made of the case. Those who came, admirers of the "Boss" or otherwise, for the mere purpose of seeing him were disappointed, he being, as rumor had it, sick and unable to be produced in court. The argument of his case, however, proceeded in his absence, he being represented by quite an array of counsel, including Ex-Judge Comstock, David Dudley Field, Dudley Field, Jr., Elihu Root, Willard Bartlett, E. R. Bacon, and S. Foster Dewey. For the people appeared District Attorney Phelps and his assistant, Mr. Lyons.

Judge Barrett having taken his seat on the bench, District Attorney Phelps invited the attention of the court to the fact that he had received notice of a writ of habeas corpus having been issued in the case of William M. Tweed, returnable at that hour, and he was present in response thereto. He regretted that he had not, as he had hoped, the assistance of counsel who had been associated with him in the prosecution of the case. Mr. Peckham had gone to Albany before service of notice of this writ, and was still detained there before the Court of Appeals. While he disliked going on in his absence, he equally disliked asking for an adjournment, but would place himself at the disposition of the court in the matter.

Judge Barrett having signified his desire that the argument should proceed, Mr. Phelps said he had to make a preliminary motion to quash the writ, as having been improvidently granted. This motion he based on two grounds: first, the petition was not verified pursuant to statute, and did not therefore entitle the prisoner to the benefit of the writ. The verification was to the effect that the facts set out in the petition are true, whereas the petition sets out no facts, but conclusions of law. The statute requires the petition to set forth the fact that the prisoner was not detained by virtue of any final judgment or decree of any competent court of civil or criminal jurisdiction, but this is wholly omitted. The second ground of objection was that the petition and papers show that the prisoner is not entitled to be discharged on this writ, and that the writ itself should be quashed. The requirements of the statute, which were simple, described the persons not entitled to prosecute the writ. Among such persons are embraced those detained by virtue of process or final judgment, or decree of a court of competent civil or criminal jurisdiction, and the prisoner in his petition must negative the fact of his being so held. The fortieth section of the same act had provided that if the prisoner is found to be so detained, the court must forthwith remand him; and, where held under a criminal decree, the court is without power to inquire into the justice or legality of the decree. This doctrine had been distinctly laid down in two cases in this State, which were sufficient to determine the question. Those were the cases of Cavanagh in Brooklyn, and of Shanks in this County. In the case of the former the question raised was the right of the Court of Oyer and Terminer to sentence a prisoner to the Penitentiary, and the court of review held that the Judge who heard the motion on writ of habeas corpus should have dismissed the writ and remanded the prisoner, it appearing that the Court of Oyer and Terminer was a court of competent jurisdiction. The remedy of the prisoner in such a case was by writ of error, not by writ of habeas corpus. In the case of Shanks, he was committed until he would answer by a Judge in the County of Kings. Having been brought to this county as a witness, a writ of habeas corpus was sued out and served on the Sheriff having him in custody here. The Judge before whom he was brought on this writ, ordered his discharge on the ground that the sentence was beyond the jurisdiction of the court, it being limited by statute to thirty days. On appeal to the General Term this decision was reversed, Judge Westbrook delivering the opinion of the court, and it being concurred in by Chief Justice Davis and Judge Daniels. In that opinion it was held that, it appearing to the Judge before whom the writ of habeas corpus was brought, that the prisoner was held under a judgment of a court of competent jurisdiction, the writ should have been thereupon dismissed and the prisoner remanded; and furthermore, the Judge was not at liberty, in deciding that writ, the judgment being criminal in its nature, to inquire into its justice or legality. It was not intended to provide for a retrial by writ of habeas corpus in such a case, and it could not be seen how the validity of a judgment could be inquired into without involving an inquiry into its justice and legality, which the statute expressly prohibits. It must be plain from the provisions of the statute and the decisions thereon, that the prisoner is not entitled to the writ, that the writ should be quashed and dismissed, and that the prisoner should be remanded.

David Dudley Field, addressing the Court in opposition to the motion to quash, said that it was a little remarkable that such an objection should be urged at this late day against the great writ. The more remarkable because made often before and again and again overruled. The trouble was that the District Attorney had confounded two things which were entirely distinct, the one the jurisdiction of the court, the other the justice or legality of its judgment. The verification was claimed to be defective because the petitioner did not swear to facts. But all the verification meant was that all that was set forth in the petition was true, and that was a common form of verification. He did not think the objection would be seriously urged.

In answer to the petition for a writ of habeas corpus alleging that the court which had pronounced judgment against him was not a competent court, the counsel for the people said it was enough to say there was such a thing. Suppose the Court of Oyer and Terminer sentenced a man for piracy on the high seas, could they not show that? Suppose it had sentenced a man for a crime committed in New-Jersey, nothing unlawful having been done by him in this State, and he was sent to State Prison, could they not apply for a writ of habeas corpus on the ground that the court assuming to be a competent court had no more right to sentence him than any other man in the street? Could they not investigate that with propriety on a writ of habeas corpus? That was the object they now sought, to determine the jurisdiction of the tribunal and the competency of the court. The language of the statute was carefully drawn, and with that statute before him he alleged that the prisoner was not in confinement under judgment of a competent court. That meant that he was not confined under a judgment rendered by a court having power to render the judgment complained of. He denied the competency of the court to sentence a man to State Prison for a misdemeanor, and that being so, the court was bound to discharge a prisoner thus convicted, no matter who passed the sentence. The language of the statute referred to was, "persons committed or detained by virtue of the final judgment of any competent tribunal," meaning competent to pronounce any judgment, and competent to pronounce judgment in the case. The other section provided that if it should appear upon the return that the prisoner was detained by virtue of the judgment of a competent tribunal he was to be remanded, and that was to be investigated upon the return. He directed attention to the case of Shanks, holding that it proved nothing except that the writ of habeas corpus issued in New-York to bring up a person imprisoned in a common jail for a contempt should be returnable at the Court of Oyer and Terminer. In the case of Edemine, which was pertinent to the issue, the defendant was imprisoned at the State Prison in Auburn, and was pardoned by Gov. Seymour upon a forged recommendation. The moment Gov. Seymour discovered the forgery he recalled the pardon and had the man rearrested and sent to prison. A writ of habeas corpus was taken out, and, on argument, it was held that the Executive pardon could not be withdrawn, and the prisoner was discharged. In the case of a man named Devine, the prisoner was convicted of petty larceny at the Court of Special Sesisons. Everything was right in the judgment, but the court was not legally constituted, because of the absence of one of the Justices, and the sentence was nullified. The case of Wallace was strongly related to the one under consideration. He was sentenced by the United States Circuit Court in this district, but the sentence, as was alleged, exceeded the power of the court. The court thereupon, in the same term, vacated the previous sentence, and made a new one confirming exactly to the law. The prisoner then applied to be discharged, alleging the invalidity of this new sentence, and all the Judges—Benedict, Blatchford, and Woodford—sat to hear the question. They came to the conclusion that the prisoner could not be discharged, and an application was made for a writ of habeas corpus before a full bench of the Supreme Court. The case was heard at length, and they discharged the prisoner, the opinion being delivered by Justice Miller. *The Central Law Journal*, which he produced, contained an interesting decision on the subject given last November. It was entitled Manix vs. Whetstone, a Sheriff. Manix was tried for a violation of the Temperance law, and the indictment contained over 100 counts. He was convicted and sentenced to ten days' imprisonment upon each count, and formally committed to jail. At the expiration of his first term of imprisonment he was discharged on petition, the courts holding that all the sentences imposed terminated simultaneously. In the case of Haggerty against the State of New-York, the writ of error was quashed because the writ of habeas corpus was deemed most proper, and, in this case, one term of imprisonment had expired and the fine had been paid. The second imprisonment they alleged was wholly unauthorized. The question of the competency of the Court to sit in the case was one yet to be determined, and if they showed that this was plainly illegal the court could not, of course, shrink from saying so, and if they could not for want of jurisdiction the prisoner should be discharged. They charged that the court was not competent, and that question could not be decided until it was heard. Mr. Tweed was confined upon the judgment of a court, which, he said, was incompetent, and how could they know it was competent except upon the return? When the return was made they would traverse it and show that the court was not competent. If the Court was incompetent the man was improperly detained in prison, and was he to wait the slow processes of a Court of Error, when justice could quickly be done by the motion now before the court for a writ of habeas corpus? They alleged that he was not detained by the verdict of any competent tribunal, and the court could not properly escape trying that question. The allegations in the petition were that the court was not competent to render judgement; that it was not competent to try the case; that it was not competent to render such a judgment as was pronounced, and that it was not competent to render a second sentence. He insisted that it was never the intention of the Legislature to prevent the examination of the legality of imprisonment where a claim was made that there was no jurisdiction, and if the question called for an examination upon that point he was prepared to argue that it was not competent for the Legislature itself to do that. He submitted that in view of these statements, which could be supported, the writ should be granted, and in the consideration of the matter it should be remembered that the conviction was for a misdemeanor, and not for a State Prison offense.

Judge Comstock, in support of the motion, insisted that if the court which tried Mr. Tweed was not competent, the conviction was waste paper in the eye of the law. They would challenge, in the first place, the power of the court to sit in the case, and, if they were right in that proposition, what doubt could be raised that the appropriate remedy was by habeas corpus? If the Special Sessions Court, which tried only misdemeanors, tried a man for grand larceny, and sentenced him to imprisonment for five years, would not the court release him upon a habeas because of the incompetency of the court? That was precisely the position they occupied. They should challenge, also, the legality of the jury. They would try to maintain that it was not impaneled according to law, and that therefore the verdict should be set aside. They claimed the right to be heard upon a habeas, because it went straight to the verdict and to the sentence. After a verdict upon the most extraordinary indictment he had ever seen, the Judge pronounced one sentence, which might or might not be lawful, and proceeded to pronounce fifty other sentences on the same indictment, in consecutive order. They desired to show that he had no authority to pronounce these sentences, and that they were the wholly unauthorized decree of a person who did not act with authority. They were ready, not merely on the question of the excess of a single sentence, but to review a number of consecutive sentences, and they challenged the authority of the court to impose any sentence after the pronouncement of the first one.

District Attorney Phelps, in a brief reply, said that he did not want to be betrayed into any departure from the precise point before the court. The petition alleged that the imprisonment of the petitioner was illegal, and that its illegality consisted in the incompetency of the court to try the case, and to pronounce the judgments which were pronounced. It was nowhere alleged that he was advised by counsel, or believed, that the Court of Oyer and Terminer was not a competent tribunal in its constitution, in its organization, and in its general jurisdiction, but that in this specific case the court exceeded its jurisdiction, or did something which was not within its jurisdiction in the trial of this cause, and rendered a judgment which it was claimed was illegal. How it could come more nearly and properly within the scope and language of the statute he could not conceive. In the cases cited by Mr. Field there was no pretense that the court which tried the case was not a competent Court of Oyer and Terminer, and a competent tribunal regularly constituted and organized. It was the highest court of criminal jurisdiction known to the law, and its judgment could not be reviewed by a court of no higher authority than its own by a writ of habeas corpus, and the prisoner should be remanded to his legal rights by writ of error. It was intimated that they proposed to try whether the jury was properly impaneled, but these questions could only be reviewed by a tribunal of competent jurisdiction, superior in jurisdiction to that which tried the case, and there was neither law nor justice nor precedent to warrant the course suggested by the counsel for the prisoner.

Judge Barrett then said the statute seemed to call for a summary disposition of a motion of this description. It is clear throughout, it seems to me. The first section cited, enumerates among the persons who shall not be entitled to prosecute a habeas corpus, persons committed by the final judgment of any court of competent jurisdiction, and the petitioner must state that he is not committed by virtue of the final judgment of any court of competent criminal jurisdiction; and it shall be the duty of the officer of the court to forthwith remand the prisoner if it appears that he is detained by virtue of such a judgment. No court officer on a return to habeas corpus, shall have power to inquire into the legality or justice of any such judgment. This is too plain to admit of discussion. Section 26 says that any court or officer having power to grant a writ shall grant it without delay, unless it appears, from the petition or documents annexed, that the party is not entitled to prosecute a habeas corpus, and that plainly appears from the record. There is a distinction made between courts of civil and criminal jurisdiction, for the statute says that if the prisoner be in custody by virtue of the judgment of a civil court, he shall be discharged if it appear that court exceeded its authority; but that is left out on the other case, and there is no provision for reviewing the jurisdiction of a criminal court; you cannot inquire into the legality of the sentence, but the statute provides that you may do it by writ of error. If a case was made out of a court of general criminal jurisdiction, which had none by virtue of some defect, as when three Judges were required instead of two, then the question might be investigated. But there is not any question that the Court of Oyer and Terminer had general jurisdiction, and the question sought to be raised is that it exceeded its jurisdiction. Nothing of that kind is provided for with regard to criminal courts, for the obvious reason that the statute has provided for it by writ of error. The statute provides that no Judge shall review the act of a brother Judge sitting in the same court; there is a place outside the court for such investigations. A case has been cited where a prisoner was released, though sentenced by a competent court, but he was not detained by virtue of it; he had been pardoned, and was a free man. These facts appearing on the face of the papers, the writ should not have been granted, and the motion to quash where these facts do appear ought to be granted and the prisoner remanded.

The court then rose.

THE TWEED ESCAPE HOAX—WARDEN LISCOMB'S CONDUCT—STILL ANOTHER EFFORT OF THE LAWYERS.

A rumor was circulated throughout the City, yesterday, to the effect that William M. Tweed had made his escape, while being conveyed back to Blackwell's Island from the City. Nobody seemed to know how the rumor originated, and nothing whatever being known of the circumstances under which the escape was effected, it soon became apparent that the story was a fabrication. In order to inquire into the matter, however, a representative of THE TIMES was dispatched to Blackwell's Island last evening, and upon reaching the ferry at the foot of Fifty-first street, met Commissioner Laimbeer returning from the Penitentiary. The Commissioner stated that there was no foundation for the report referred to. He said that he had just left Mr. Tweed on the Island, and pointed across the river to the light from the window of the cell in which the prisoner was confined. The rumor was seized early in the afternoon by the manufacturers of bogus "extras," who do not happen to be troubled with too great a love of truth in chronicling the current news of the day, as a good opportunity for defrauding people by printing highly-sensational accounts of the escape of the ex-Ring chief, adorned with display headings of gigantic proportions. were soon on the streets. In connection with the order for the production of the body of Tweed in court in obedience to a writ of habeas corpus, one matter may be mentioned. The presiding Judge having informed District Attorney Phelps on Tuesday evening that Tweed's presence was not necessary in court during the argument, a letter was sent announcing that fact, and stating that, under the circumstances, it was better that the prisoner should not leave the Island. Nevertheless, Warden Liscomb, for reasons best known to himself, determined that Tweed should have a day's outing, and made his arrangements accordingly. Tweed left his cell at Blackwell's Island at 8 A. M., accompanied by Warden Liscomb, and entered a carriage which was awaiting them at the steam-boat landing foot of East Twenty-sixth street. They were driven to Tweed's old office, No. 85 Duane street. Tweed, who complained of illness, was allowed to remain in his office until the proceedings in court were concluded, and at 2:45 P. M. he returned to prison in company with Warden Liscomb and his son, Richard Tweed, arriving there at about 4 P. M. During the time Tweed remained in his office he transacted a considerable amount of business with his private Secretary, Foster Dewey, and was visited by several of his intimate friends. It is said that action will be taken by the proper authorities in relation to the conduct of Warden Liscomb in bringing Tweed to the City in direct opposition to the request of prominent officials. It is also announced that a motion to set aside the decision of Judge Davis will shortly be made before the General Term of the Supreme Court on a writ of error, setting forth that, in accordance with the Laws of 1845, providing that misdemeanors should be tried before the Court of Special Sessions, not, as in the case of Tweed, in the Court of Oyer and Terminer.

THE LATE JONATHAN STURGES.

At a meeting of the New-York Sabbath Committee, held on Dec. 1, the following minute was adopted:

The New-York Sabbath Committee would express the sorrow with which they part with their late associate and friend, Mr. Jonathan Sturges, whom it has pleased God suddenly to call home to Himself. For ten years past a member of this committee, Mr. Sturges has always been deeply interested in the objects at which it aims, and ready to help it with his counsel, his influence, and his means. As a Christian esteeming the weekly rest-day a privilege as well as a duty, as a citizen profoundly recognizing its vital relations to our free institutions, he earnestly sought to secure to all his fellow-men the opportunity of its enjoyment. Far from wishing to impose by law upon others his religious convictions, his last public act was to put his name to a petition asking for the enforcement of a statute intended to guard, in the interests of all classes, the sacred rights of rest and worship. The committee share with his family the grief of his loss and the comfort afforded by his life, his death, and his living again in the rest that remaineth.

THE 'LONGSHOREMEN.

WORK PARTIALLY RESUMED—HOPES OF A COMPROMISE—PROBABLE MURDER BY THE STRIKERS.

Yesterday morning, in accordance with the resolution adopted on Tuesday night, the 'longshoremen returned to work for the companies who did not join in the combination to reduce their wages. It has been generally felt by the men that it was unfair to cause these lines any inconvenience, and nothing but their strong attachment to the union could have induced them to quit work. The French line for Havre, and the Atlas line, were among the companies that did not reduce the rates. The men assembled during the day in large numbers along South and West streets opposite the docks, and from inquiries made among them, they all appear to be unanimous in their determination not to work for less than fifty cents per hour during the day. They say that this is the lowest wages they could consent to work for in the day time, but at night most of them are satisfied to accept sixty cents per hour. But while they firmly maintain this position they speak in a temperate and conciliatory manner, and seem desirous that a mutual understanding between themselves and the steam-ship companies should be brought about. The men engaged along the docks on the East River spoke hopefully of the return of Mr. John Walsh, of the firm of Messrs. Walsh Bros., from Europe, within the last few days, as being likely to lead to an amicable settlement of the difficulty. They expressed much confidence in him, and expected that he would induce the other members of the firm to return to the old rates and take back the old hands. The men who were spoken to on West street appeared to share this conviction, and stated that Mr. Walsh, on his return, had expressed his regret at the condition of affairs. He has been always more popular among the men than any of the other members of the firm, and it was the general impression that he would exert himself in their favor. The reporter found Mr. Walsh upon the pier of the White Star Line superintending the loading of the Celtic, which is expected to sail on Saturday. He deeply sympathized with the men, and regretted the trouble that had arisen. He spoke favorably of the efficiency of the old hands, but said the fresh men were doing very well; and, while anxious to do anything in his power to meet the views of the 'longshoremen, he did not see what was to be done under the circumstances. It is probable that the conciliatory spirit shown on both sides may lead to a satisfactory settlement.

A special meeting of the 'Longshoremen's Protective Union, No. 2, was held last night in the basement of St. James' Church, corner of James street and New Bowery. Mr. Roger Burke occupied the chair, with Mr. Charles Smith as Secretary. The action taken by the meeting was that the men belonging to the union (some 2,700 in number) should work for the stevedores who had employed them before, provided they paid the society rates of forty and eighty cents per hour, and did not pay two rates of wages. This, in fact, substantially indorsed the action taken by the convention on Tuesday night. During the meeting a motion made to furnish assistance to the men out of work, from the funds of the society, was laid upon the table, it not being deemed necessary to do so at present. A general meeting of delegates from all the societies will be held to-night, and a large attendance is expected.

O. Marshal, a seaman employed on the Bremen steamer Silesia, laying at the docks in Hoboken, was so severely beaten Tuesday night as that it is thought he cannot recover. It seems that the seaman had occasion to leave the steamer, and was on his way towards Washington street, when he was set upon by a party of the striking 'longshoremen. They knocked him down and beat and kicked him until he was rendered unconscious. They were frightened by the approach of an officer and ran away. Marshal was removed to the vessel, where he now lies in such a condition that it is thought he will die. Upon information given by the Police yesterday, John Meisch, one of the strikers, was taken into custody and is detained to await the result of Marshall's injuries. Recorder Bohnstedt yesterday afternoon took the anti-mortem statement of the wounded sailor. It is not known just how the trouble arose. On one hand it is said he was mistaken for one of the new hands; on the other, that he had fired the anger of his assailants by threatening them.

BOOK SALE TO-DAY.

A collection of elegant books, comprising many splendid copies of desirable works, will be sold at auction to-day, at 4 P. M., by Messrs. Bangs, Merwin & Co., No. 656 Broadway. Among the books to be sold are two unique works, profusely illustrated, containing letters and documents relating to the death of Alexander Hamilton. Many of the illustrations are of great rarity, including portraits of several of the leading men of the time. The volumes are bound in full brown morocco, and the text and illustrations are inlaid. There is also a poem by Fitz Greene Halleck, entitled "Lines to the Recorder," which was privately printed. In the copy to be sold to-day 150 plates have been inserted, including views of the City over fifty years ago, together with likenesses of Clinton, Colden, Webster, Clay, and others.

WOMEN ON STRIKE.

One hundred women employed in the factory of the New-Brunswick, (N. J.) Rubber Company, struck yesterday because of a reduction of wages. Those who quit work were engaged in stamping rubber shoes by hand. The company recently introduced machinery to do the work, and reduced the rates paid per pair for the stamping. The women say that as they are not acquainted with the workings of the machinery they can earn only about two-thirds as much money as they previously earned, and consequently quit work. The company reduced the rates to those prevailing in one of the two other rubber factories in the city, which is a quarter of a cent per pair more than is paid in the other. The superintendent of the factory says that the machinery was introduced a month ago, and from that time till Monday the women were receiving the price paid for hand work.

THE JERSEY CITY MURDER.

James Hunt, who was arrested in Brooklyn on Tuesday evening, charged with complicity in the murder of William Livingston in Jersey City on Sunday morning last, was taken before Justice Keese yesterday morning for examination. The Justice decided to hold no examination into the case pending the Coroner's inquest, and the prisoner was committed to the cells. He has retained Hon. Leon Abbett and Norman L. Rowe to defend him. He has given some information to the Police concerning, it is thought, the whereabouts of Reilly, who is still at large, but the Police refuse to say what it is. Among those present in the court-room during the examination of the prisoner was a well-known Jersey City rough, named Edward Cosgrove. Justice Keese ordered him under arrest as an accessory after the fact to the killing. He is said to have harbored both Hunt and Reilly after they had done the killing, and to have aided them in their efforts to get out of the State. He was committed to the cells in default of bail.

CONVICTION OF THE SOUTH OYSTER BAY MURDERER.

The trial of Lewis Jarvis for the murder of Samuel J. Jones, at South Oyster Bay, was resumed at 10 o'clock yesterday morning. Judge Pratt delivered the usual charge to the jury. The latter retired at 9:25 P. M., and returned in about fifteen minutes, having agreed upon a verdict of murder in the first degree. The jury was next polled, with the same result, and it was then discharged for the term. The prisoner was remanded to await his sentence. Elbert Jackson, the colored man who was indicted as an accomplice of Jarvis in the murder of Samuel J. Jones, was arraigned for trial yesterday. A jury was empaneled and several witnesses examined, after which the court adjourned until 10 o'clock to-day.

OPPOSITION TO CATTLE-YARDS AT PHILADELPHIA.

PHILADELPHIA, Dec. 2.—This afternoon a meeting of the Committee of Citizens opposed to the construction of cattle-yards and slaughter-houses by the Pennsylvania Railroad Company, on the west bank of the Schuylkill, above Market street, was held. From President Thomas A. Scott a letter was received stating that the location had long been selected, and he had been instructed by the board to say that contracts had been made for the construction of stock-yards on the proposed site. The company did not believe they would be prejudicial to public health, and would therefore proceed.

A resolution was adopted to employ counsel to act at once, to test the right of the company to use this site for purposes at variance with the convenience and health of the public. Finance and other committees were appointed.

A LUNATIC'S DEATH.

TORONTO, Ontario, Dec. 2.—In the Provincial Lunatic Asylum yesterday a female patient, named Mrs. Newell, an English emigrant, afflicted with the notion that her five children's souls would not be saved unless she herself died some terrible death, set fire to her clothing, and then knelt in devotion while enveloped in flames. The fire was extinguished, but the patient died early this morning after suffering great agony.

POSTSCRIPT.

TIMES OFFICE, DEC. 3,
3 O'CLOCK A. M.

THE WRECK OF THE LA PLATA.

FURTHER PARTICULARS OF THE DISASTER—THE CAPTAIN, SURGEON, AND THREE OFFICERS, AND THE CABLE STAFF AMONG THE LOST.

LONDON, Dec. 2—5 A. M.—The following additional details of the wreck of the La Plata are given:

The Captain, Surgeon, three other officers, engineer, seven stewards and cooks, eleven stokers, fourteen seamen, and the whole of the cable staff, numbering sixteen, and including Mr. Ricketts, the chief electrician, were drowned.

The Chief Steward, who was saved, reports the fires were all out by 10 o'clock in the morning of the 29th. A heavy sea carried away two of the boats. The ship gradually settled by the stern, and at 12:30 foundered stern first.

The Captain and Doctor were on the bridge, having failed to clear the patent life rafts, and went down with the crew. The decks burst as the steamer sank.

CITY AND SUBURBAN NEWS.

NEW-YORK.

Booth's Theatre will be sold at auction by Messrs. E. A. Lawrence & Co. to-day.

The Board for the Revision of Assessments adjourned yesterday for want of a quorum.

Dr. J. G. Holland will lecture at Association Hall to-morrow evening on the "Elements of Personal Power."

Twenty-five disreputable women were arrested on Broadway, last night, by the Police of the Eighth Precinct.

Mr. E. A. Garnier has offered a reward of $500 for the recovery of the champion cup, stolen from his rooms recently.

The *Skandinavisk Post*, the oldest Scandinavian journal in the City, will be issued as a "one cent" paper on and after Jan. 1.

Dr. Frederick R. Marvin will deliver a lecture before the Liberal Club to-morrow at 8 P. M. Subject—"Actialogy of Insanity."

The election of officers for the ensuing year, in the Republican Assembly District associations, will be held on Tuesday, the 8th inst., at 8 P. M.

The regular monthly meeting of the Neurological Society will be held at the College of Physicians and Surgeons on Monday next, at 8 P. M.

The New-York Central and Hudson River Railroad Company yesterday adopted an increased rate of local tariff equivalent to twenty-five per cent.

Mr. W. G. Schenck, of the Merchants' Hotel, has leased the Astor House for a term of years, and will refurnish it in time for opening on New Year's Day.

Magnus Gross and Edward J. Shandley, two of the newly-elected Aldermen, were sworn into office by Judge Brady, of the Supreme Court, yesterday.

Alice Dougherty, aged sixty-three, residing at No. 360 Seventh avenue, fell from the first-story window of her residence yesterday, and was fatally injured.

The members of the Church of the Resurrection, Fifty-seventh street, near Lexington avenue, will hold a fair during next week, commencing on Monday.

"What a Blind Man Saw in England," was the subject of a lecture delivered by Rev. W. H. Milburn, at the M. E. Church in West Thirtieth street, last evening.

Gov. Dix spent some time in the private room of the Judges of the Supreme Court yesterday. From all that could be learned of his visit, it was a mere friendly call.

Daniel Petty, of the Gramercy Park Hotel, was thrown from his wagon, at Ninety-second street and Lexington avenue, yesterday evening, and severely injured.

James Conlon, aged thirty-two, of No. 123 Mulberry street, had his skull fractured by falling from his truck, in First avenue, near Twentieth street, last night.

This is the last day of the Ladies' Fair for the Relief of the Destitute and Blind, which has been in progress since Tuesday, at "The Home," No. 219 West Fourteenth street.

Rev. J. Hyatt Smith will lecture on "What I saw and heard from New-York to Jerusalem," at Willett Street M. E. Church, this evening, for the benefit of its Sunday-school.

A meeting will be held at the Church of the Holy Trinity, corner of Madison avenue and Forty-second street, this evening, for the purpose of discussing the outlook for the poor.

The funeral of the late Harry B. Felt, of the firm of Felt & Drake, and a member of the Produce Exchange, took place yesterday from the residence of B. P. Baker, on Staten Island.

A billiard match for the championship and a purse of $1,000 will be played by Maurice Vignaux and Cyrille Dion, at Tammany Hall, on Tuesday next. Play will commence at 7 P. M.

At a meeting of the officers of the Third Regiment of Cavalry, held on Tuesday evening last, Capt. Fischer was elected to fill the vacancy caused by the resignation of Lieut. Col. Schmell.

At 11:30 o'clock this morning, at Association Hall, Mr. George Vandenhoff will deliver the second lecture in his course of five upon the historical plays of Shakespeare. His subject is to be "King John."

At the regular meeting of the Importers' and Grocers' Board of Trade yesterday a discussion was had upon the adoption of a system for the better regulation of credits and protection from fraud.

Rev. Dr. G. F. Krotel will deliver a lecture for the benefit of the Gustavus Adolphus Lutheran Church, in Twenty-second street, near Third avenue, this evening. Subject: "Whom to Marry."

A lecture entitled "A Trip to California," will be delivered by Rev. George J. Mingins, at the Bedford Street Methodist Episcopal Church, this evening, in aid of the Sunday-school attached to that church.

The funeral of the late Charles N. Talbot took place yesterday from his residence, No. 62 Fifth avenue. The services were conducted by Rev. Mr. Vincent, and the remains were interred in the family vault.

At a meeting for the election of officers, held at the Germania Assembly Rooms on Tuesday last, Company H, of the Sixth Regiment, elected M. Sewal, First Lieutenant; and Solomon Solomon, Second Lieutenant.

The Young Men's Women Suffrage League held a meeting at Plimpton Hall last evening. An address was delivered by Dr. Josephine B. Mix, which was followed by a general discussion on the subject of the lecture.

A fair will be held in aid of the French Orphan Asylum, under the auspices of the pupils of Mme. Tardivel's Institute, No. 25 West Forty-sixth street, commencing on Thursday, the 17th inst., to be continued for three days.

Among those who called upon Mayor Vance yesterday were Thurlow Weed, Jackson S. Schultz, and Commissioner Davenport. The Mayor was busily engaged during the day in signing warrants for the various departments.

The manufacturers of planing and molding machines held a meeting at the St. Nicholas Hotel, yesterday, for the purpose of protesting against the demand of a royalty of $160 made by the Woodbury Planing-machine Manufacturing Company.

At the Produce Exchange, yesterday, the death was announced of Mr. Sylvester C. Robinson, a member. Mr. Robinson was a partner in the firm of Benedict & Co., No. 86 Broad street. His death, which was sudden, took place at Chicago on the 2d inst.

The Produce Exchange was open on twenty-four days during the past month, and fifty-seven meetings were held. Twenty newly-elected members qualified and four members died. Three individuals were posted as having failed. The visitors numbered 458.

The semi-monthly meeting of the free training schools of the Women's Educational and Industrial Society will be held at No. 47 East Tenth street this evening. The farce of "The Morning Call" will be rendered—the characters being sustained by Mrs. Etta Manning and W. H. Pope.

It was announced yesterday that John F. Seymour, wholesale dealer in crockery, doing business in Warren street, had failed, with liabilities estimated at $200,000. Mr. Seymour, some time since, made an assignment of his property. The general shrinkage in values was the only reason he assigned for the failure.

The Linseed Association yesterday elected the following officers for the ensuing year: President, Thomas Rowe; Vice President, Constantine Menelas; Secretary and Treasurer, J. D. Wood; Executive Committee, J. R. Busk, Edward Austen, C. Menelas, Thomas Rowe, G. A. Thayer, H. H. Crocker, and J. D. Wood.

Richard Gammon, of No. 128 Stockholm street, Brooklyn, and Michael Monahan, of No. 18 Dover street, New-York, were yesterday arrested, and taken before Justice Kasmire, of the Tombs Police Court, charged with being policy-dealers. The evidence being considered sufficient, the Justice held them both in default of $1,000 bail.

Gonzalo Sardo, a cigar manufacturer, of No. 104 Sixth avenue, recently arrested upon a charge of manufacturing cigars without having given the requisite United States bond, was arraigned before United States Commissioner Shields yesterday. He waived examination, and was committed to await the action of the United States Grand Jury in default of $1,000 bail.

The sessions of the representative committees from the several denominations of the Presbyterian Church, in this country and Canada, will convene at Dr. Crosby's Church, corner of Fourth avenue and Twenty-second street, this morning. A public meeting will be held in Dr. Ormiston's Church, corner of Fifth avenue and Twenty-ninth street, at 7:30 P. M.

In the old suit of Marrietta P. Stephens against the City to recover rent of armories, a formal judgment was entered yesterday before Judge Donohue, in Supreme Court, Circuit. The formal judgment was in favor of plaintiff for $74,482 54, and was entered by consent of opposing counsel, with a view to appeal the case on the questions of law involved.

A fair in aid of the "Association for Befriending Children and Young Girls" was opened at No. 30 Union square, on the 1st of this month, and will continue open until the 15th. This association is one that appeals peculiarly to those who appreciate the fact that a little timely charity often prevents a great deal of serious crime. The association is well managed and deserves a liberal support. The fair is open from 10 A. M. to 10 P. M.

At the election held on Tuesday by Typographical Union, No. 6, the following officers were elected for the ensuing year: President, Hugh Dalton; Vice President, Joseph Payez; Secretary, M. R. Walsh; Treasurer, Thomas Burke; Fund Trustee, A. A. Scott; Trustees, Gilbert Vale and Peter Keever; Sergeant at Arms, John J. Browne.

The Directors of the Pacific Mail Steam-ship Company held a protracted meeting last evening, remaining in session over two hours. The representatives of the press were refused any information in regard to the nature of their deliberations. It is understood, however, that the speculative operations of some of the Directors on the "bear" side of the market was made the subject of excited comment.

An inquest was held yesterday in the case of a boy named Cyrus Olmstead, of No. 112 East One Hundred and Fourteenth street, who was run over and killed by a contractor's gravel train of the Harlem Railroad, at One Hundred and Twelfth street. Four of the jury censured the contractors for not taking proper precautions to prevent children from going on the railroad track, and the remainder brought in a simple verdict of accidental death.

Inspectors Andrew McCort and Hagan yesterday seized the following articles of merchandise on board the brig John H. Pierson, recently arrived from the Mediterranean, on suspicion of having been brought to this port with the intention of defrauding the United States revenue: One large cashmere shawl; eighteen and one-half yards black watered silk; twenty-three yards mohair fabric; one package human hair, and one dozen gloves.

On Wednesday evening Mr. Richard O'Keefe, who resides at No. 85 Mulberry street, was attacked in the street in which he resides by two ruffians, while on his way home. He was knocked down and his watch and chain were taken from him. He gave an alarm, and one of his assailants, John Kelly, of No. 28 Roosevelt street, was arrested. The other escaped. Kelly was arraigned before Justice Kasmire, of the Tombs Police Court, yesterday, and held in default of $2,000 bail.

The German saloon, restaurant, and hotel-keepers met at the Germania Assembly Rooms, yesterday, to consider what course to pursue with reference to the Excise law. As no decision has yet been rendered in the case of Sigismund Schwab, the saloon-keeper convicted of a violation of the law, it was decided to take no final action until to-day, when another meeting is to be held. It is proposed that a committee be appointed to ask of the Excise Commissioners a reduction of the license fee, as there is no objection to paying it if it is fixed at a reasonable rate.

The contested will of Mr. Otis Dyer, of this City, who died on the 26th of August last, and that of Mr. James Costello, who died on the 16th of January last, were admitted to probate yesterday by Surrogate Hutchings. The contested will of Mr. Mahlon Mattison, a well-known citizen, was also admitted to probate, and was contested by the son of the testator, on the grounds that the will had been virtually revoked, and that the testator had signified his intention of so doing by having obliterated the greater part of it, including the signature, by drawing pencil marks through the whole of the instrument as well as the signature.

The semi-annual session of the United Grand Lodge of Colored Masons of the State of New-York was held last evening, at the corner of Broadway and Thirteenth street, Grand Master W. C. H. Curtis, of Brooklyn, presiding, and Albert Wilson, of New-York, Grand Secretary. Sixteen lodges were represented, and favorable reports were received from all. A notice was offered for granting a dispensation for a new lodge at Troy. A communication received from the Grand Lodge of the State of New-York, working under the national compact, for a union of the two Grand Lodges, was brought up and discussed at considerable length, the general feeling being favorable to a union under certain considerations. Matters of various interest relating to the benefit of the craft occupied the attention of the Grand Lodge until a late hour.

The remains of an old Whig liberty pole was found by some workmen, who are digging a sewer at No. 5 Sheriff street, near Grand street yesterday. The pole was erected Oct. 27, 1834, over forty years ago, and beneath it was found a leaden box, containing the newspapers of the day, and several odd pamphlets which were remarkably well preserved. A copy of the Constitution of the United States and the State of New-York, printed at Utica, in 1809, was the principal one. There were about ten newspapers in all, among which were the *Mercantile Advertiser*, and the New-York *Advocate*, the New-York *Eagle*, and the *Daily Morning Star*, all dated Oct. 27, 1834. In the *Mercantile Advertiser* the Harlem Railroad has an advertisement with a cut of one of the old-fashioned railroad coaches, and the paper has at its head the name of William H. Seward for Governor. A gold liberty pin was also found.

BROOKLYN.

There is a balance in the City Treasury of $443,501 85, deposited in twelve City banks.

The monthly statement of the Treasurer of the Board of Education shows a balance on hand of $99,378 96.

It is said that an effort will be made to have a bill passed by the next Legislature, authorizing the construction of a new jail in Kings County.

The suit of Edna Dean Proctor against Francis D. Moulton for libel will be called in the United States District Court, before Judge Woodruff, this morning.

At a meeting of the Board of City Works yesterday, $31,072 36, on account, was ordered to be paid to Johnson & Smith, contractors, for repairing First street.

A strike occurred yesterday morning in the box factory of Garret & Wallace, in Williamsburg. The strikers turned out to the number of 100, because their employers reduced their wages five cents on each box. The places of the strikers were easily filled.

In the suit for limited divorce of Fanny Loewenthal against Louis Loewenthal, counsel for the plaintiff yesterday obtained from Judge Neilson an order directing the defendant to show cause why he should not be compelled to pay plaintiff alimony and counsel fees during the pendency of the action.

NEW-JERSEY.

The bankruptcy proceedings against Delos E. Culver, who failed with large liabilities recently, have resulted in his full discharge.

Among the jurors drawn to serve during the December Term of the Union County Court, which opened yerterday, is a colored man.

Charles Lichtner fell from the second-story window of the Dixon Crucible Works in Jersey City yesterday, and sustained severe injuries.

James Taylor, a painter, who resided on Fourteenth street, Jersey City, was found dead in bed yesterday morning. Death is ascribed to heart disease.

The commission appointed to settle the difficulty between Rev. Mr. McKelvey, Pastor of the Westfield Presbyterian Church, and the members of his congregation, took the sense of the congregation by vote on Tuesday evening. Of 270 votes cast, 177 were for the continuance of Mr. McKelvey's pastoral relations.

A large number of laborers in the City of Camden are out of employment because of the stoppage of work on public improvements and because of the closing of several industrial establishments in the city. At the meeting of the Council on Tuesday evening they submitted a petition asking for employment, and alleging that many of them were on the point of starvation. The Council decided to resume work upon the public improvements, and an ordinance authorizing the borrowing of $30,000 to defray the expenses was passed. Some of the charitable institutions have decided to open soup-houses for the relief of the destitute.

Michael Carroll was arrested in Elizabeth yesterday for a peculiar offense. Having invited a young friend named Robert Astfalt to smoke, he handed him a pipe containing some powder concealed beneath the tobacco. The fire having reached the powder, it was ignited, and burned Astfalt's face badly.

FOUR CHILDREN DEAD IN ONE HOUSE.

An instance of remarkable fatality from malignant scarlet fever has occurred in the family of Mr. John Campbell, of Baltimore, four of his children having died within a few hours of each other. On Friday last the children, three boys and one girl, the eldest aged six, and the youngest two, years, were well enough to eat dinner together. The same night the eldest died, and on Saturday morning the girl breathed her last. Preparations were made for the funeral, the remains of the two children having been placed in one coffin. Before the undertaker arrived, however, one of the other children died, and a postponement of the funeral became necessary. Before noon the fourth child died. A fifth and only remaining child, an infant, is ill with the same disease, but will probably recover. Several physicians were called, but the malignant character of the attacks baffled their skill.

[Advertisement.]

LADIES' AND GENTLEMEN'S elegant seal CAPS and GLOVES at KNOX'S, No. 212 Broadway, or in his Fifth Avenue Hotel Store. His stock of fancy furs is of matchless excellence, embracing all varieties.

HAVANA MARKETS.

HAVANA, Dec. 2.—Spanish Gold, 238@240; American, 250@252. Exchange unquotable, because Gold fluctuated from 261 to 218, closing firm at the quotations given above. The Exchange office named El Cambia has stopped the buying and selling of gold.

PASSENGERS SAILED.

In steam-ship Parthia, for Liverpool.—S. Salomon, Robert Wood, George H. Clayton, Mrs. H. M. Howard, E. U. Bement, Mrs. G. Wotherspoon, Mr. Newcombe, J. K. Millner, Frank Pearce, R. McIntish, J. Clavelle, Jr., John Prince, F. Greenland, Charles Field Haviland, John Cartledge, H. Hughes, Mr. Mitchell, Gervas L. Taylor, Mr. Gordon, Mr. Cochran, G. A. Hentz, James H. Small, D. Wallace, William Blackmore, Frank Hodges, J. D. Armstrong, Miss C. Salt, Mrs. William Barker, N. Lulors, M. B. Begbie, James Tuckwell.

PASSENGERS ARRIVED.

In steam-ship Ville De Paris, from Havre.—Mr. Grief, Mr. and Miss Philipps, Etienne Lamon, Edward Pillet, Mr. Nicrosi, Mr. and Mrs. Leon Dethan and son, C. Humbert, Mr. Charmettant, Mr. Delattre, George Laick, Mr. and Mrs. Diesend, Miss L. Clement, Mrs. Ruty, daughter, and son, Mr. Mataron, Miss L. Jurin, Miss Palmyre, Gustave Reymond, Edward Dieterlen, Octave Rossine, Charles Peni, Martin Dolpo, Mrs. and Miss Fommier, Vincent Zallo, August Adam, Mr. Leblanc, Mr. Bogg, L. Dufour, J. Oswald Clasey, Mr. Halstied, Mr. and Mrs. Henry Vidal, Mr. Combs, A. Carnagkolles, Auguste Odux, Jean Palmer, Pierre Palmer, A. Crusetta, Ch. Crusetta, Henry Gunts, Mr. Branny, Mr. Ramel, Benjamin Weyl.

In steam-ship City of Antwerp, from Liverpool.—Thomas Deakin, Mrs. Thomas Deakin, Frank Deakin, Will Deakin, Tom Deakin, Miss E. Deville, W. T. Rambusch, Mrs. W. T. Rambusch, John Treanor, Mrs. John Treanor, Bernard Treanor, W. Stewart, Mrs. G. H. Joyce, H. Prindle, Mrs. H. Prindle, Frank Prindle, Garry Joyce, Mrs. Scholefield, R. C. Bloomfield, T. H. Calerdine, L. Johnson, B. Garcia, Miss Alice Langley, Cecil Gabbett, T. B. Harrison, Thomas Dale, Mr. Doremus, Mrs. Doremus, Mr. Fuentes, Mr. Potts, Mr. Cooper.

MINIATURE ALMANAC—THIS DAY.

Sun rises.....7:07 | Sun sets.....4:34 | Moon rises...1:52
HIGH WATER—THIS DAY.
Sandy Hook...3:31 | Gov. Island..4:20 | Hell Gate....5:40

MARINE INTELLIGENCE.

NEW-YORK......WEDNESAY, Dec. 2.

CLEARED.

Steamers Ellen S. Terry, Salyear, Newbern, N. C., Murray, Ferris & Co.; City of Galveston, Evans, New-Orleans, Charles H. Mallory & Co.; Black Diamond, Smith, Philadelphia, William Kirkpatrick; Mayflower, Philadelphia.

ARRIVED.

Steam-ship Atlas, (Br.,) Hamilton, Carthagena Nov. 13, Savanilla 20th, and Kingston 23th, with mdse. and passengers to Pim, Farwood & Co. Nov. 20th, 140 miles south of Kingston, spoke steam-ship Alps, hence for Savanilla; 25th, in Crooked Island Passage, passed steam-ship Claribel, hence for Kingston.

Steam-ship City of Antwerp, (Br.,) Lawer, Liverpool Nov. 19, via Queenstown 20th, with mdse. and passengers to John G. Dale. Nov. 30, lat. 42 19, lon. 60 30, passed a Cunard steam-ship bound E.; Dec. 1, lat. 41 14, lon. 64 58, an Anchor Line steam-ship, do.

Steam-ship Gulf Stream, Crowell, Charleston 3 ds., with mdse. and passengers to J. W. Quintard & Co.

Steam-ship City of Dallas, Hines, Morehead City 3 ds. with mdse. and passengers to C. H. Mallory & Co.

Steam-ship Ville de Paris, (Fr.,) Lachesnes, Havre Nov. 21, with mdse. and 191 passengers to George Mackenzie.

Steam-ship Eleanor, Johnson, Portland, Me., with mdse. and passengers to J. F. Ames.

Steam-ship Chesapeake, Mangum, Portland, Me., with mdse. and passengers to J. F. Ames.

Steam-ship City of Fitchburg, Springer, New-Bedford, with mdse. and passengers to Ferguson & Wood.

Steam-ship George W. Elder, Lawrence, Richmond, City Point, and Norfolk, with mdse. and passengers to Old Dominion Steam-ship Co.

Steam-ship Achilles, Ortis, Wilmington, N. C., Nov. 30, with mdse. to Wm. P. Clyde.

Ship Kandanghauer II., (Dutch,) Zeelt, Sourabaya June 10 via Batavia Aug. 10, with sugar to order. Passed Anjier Aug. 12, Cape of Good Hope Sept. 15, St. Helena Oct. 9, and crossed the equator Oct 17 in lon. 21 34; Oct. 20, lat. 3 55 N., lon. 24 27 W., passed an American ship for San Francisco showing a signal with letters H. B. W. D. in it; Oct. 22, lat. 6 17, lon 25 09, passed a Dutch ship steering S. showing a signal with the letters N. G. M. S. in it; Nov. 17, lat. 31 41, lon. 72 44, passed bark Gen. Havelock, (Br.,) steering S.

Bark John H. Pearson, (of Boston,) Taylor, Trieste 65 ds., with mdse. to James Henry. Passed Gibraltar Oct. 26; took the middle passage, and had fine weather to Bermuda; from thence, 16 ds. with strong variable winds and calms.

Bark Chestina Redman, (of Boston,) Redman, Liverpool 33 ds., with mdse. to S. C. Loud & Co. Came the northern passage and had strong westerly gales and been 10 ds. W. of the Banks.

Schr. Adda Doane, (of Harwich,) Nickerson, Mayaguez, P. R., 13 ds., with oranges to J. Linhi & Paulina—vessel to R. J. Wenberg. Has been 4 ds. N. of Hatteras, with strong head winds. Left in port, schrs. Israel Snow, for New-York, in 3 ds., and Lavinia Bell, for do., in 6 ds.

Schr. Walton, Gott, Charleston, 9 ds., with lumber to T. M. Mayo—vessel to H. W. Loud & Co.

Schr. Abbie Pitman, Pitman, Boston, for Alexandria.

Schr. Warren Sawyer, Gray, Boston, for Alexandria.

Schr. Calvin, (of Eastport,) Thomas, St. John, N. B., 9 ds., with lath to Chase, Talbot & Co.

Schr. Jennie, Davis, Nantucket, with fish to F. Haley & Co.

Schr. D. Ellis, Torrey, Rockland, with lime to Candee & Pressey.

Schr. B. F. Wilson, Terrill, Providence.

Schr. Mary A. McGahan, Call, Providence, for Philadelphia.

Schr. G. A. Hayden, Greer, Providence.

Schr. L. Daniels, Smith, Warren, R. I.

Schr. G. Osborne, Sterns, Providence.

Schr. Sunlight, Etheridge, Providence, for Alexandria.

Schr. James Bliss, Hatch, Fall River.

Schr. Mary Eliza, Collamore, Fall River.

Schr. W. W. Brainard, Fitch, Fall River.

Schr. Mary Hyer, Hodgson, New-Haven.

Sld. steam-ships Parthia, for Liverpool; City of Galveston, for New-Orleans; Ellen S. Terry, for Newbern, N. C.; ship Plymouth Rock, for London; brig Venture, for Rio Grande, via Richmond, Va.

WIND—Sunset, light, S.; hazy.

FOREIGN PORTS.

QUEBEC, Dec. 2.—The pilot of the bark Hattie M., from Montreal with a cargo of sawn lumber, bound for Callao, arrived up and reported that the vessel ran ashore in Traverse, during a snow-storm, on the 23d ult. She subsequently got off, but lost anchors and chains, and was making eight inches of water per hour. The Captain decided to run into Halifax for repairs.

LATEST SHIPPING NEWS BY CABLE.

LONDON, Dec. 2.—Sld. for the United States, Lillie Soullard, Rennie J. Carlton, Nornen, and Michel Chevalier.

Arr. out on the 30th ult., Europa, Regina Tolck, Success, Germania, and Peabody.

Arr. out on the 1st inst., Annie Ainslie, Ankathor, Abigail, Rubino, Ida, and Paolo Borrone.

Also arr. out, Ruggiero Primo, Giovannino M., and Johannes.

ANTWERP, Dec. 2.—Arr. steam-ship Steinmann, (Belg.,) Lechers, from New-York.

INDUSTRIAL EXHIBITION CO.

FROM THE COMMERCIAL ADVERTISER, DEC. 2.

NO DELAYS—NO POSTPONEMENTS.

A Drawing which will Certainly Take Place.

The Industrial Exhibition Company is chartered under the laws of the State of New York, and under its charter the days of the different drawings are absolutely fixed. These days cannot be changed. These drawings cannot be postponed. There can be no delays. A postponement of the day of the drawing would forfeit the Company's charter. Now, the next drawing takes place next Monday, Dec. 7, at Steinway Hall. It will be public. There are only 4,000 drawn series bonds which participate in this drawing; each of these drawn series bonds costs but $40, and each bond draws a prise, ranging from $21 to $35,000. There are no blanks. These drawn series bonds, and the other bonds of the Industrial Exhibition Company, also represent a share in the real estate and buildings of the Industrial Exhibition Company, one of the most public-spirited enterprises ever undertaken in New-York. Taken altogether, the drawn series bonds of the Industrial Exhibition Company are among the best in the market.

4
DAYS ONLY BEFORE THE
SECOND PREMIUM ALLOTMENT.
TO BE HELD
DECEMBER 7,
at
STEINWAY HALL.
ONLY 4,000 BONDS PARTICIPATE.
Every bond receives at least
$21.
1 capital premium of $35,000
1 capital premium of 10,000
1 capital premium of 5,000
1 capital premium of 3,000
3 capital premiums of 1,000
And many others.
Drawn Series Bonds for sale at
$40 EACH.
This loan is raised for the purpose of erecting the Permanent Industrial Exhibition Palace in New-York City.
Send orders without delay to
Morgenthau, Bruno & Co.,
FINANCIAL AGENTS,
No. 23 Park row, New-York.
(Post Office Drawer No. 29.)
Remit by draft on New-York City banks, by registered letter, or Post Office money order.

LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST LAST

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$5
will buy one-tenth of a Drawn Series Bond of the Industrial Exhibition Company, participating
MONDAY, DEC. 7.
NO BLANKS. EVERY BOND IS ENTITLED TO A
PREMIUM.
Address or call at once.
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MERIDEN BRITANNIA CO.,
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Manufacture and offer a complete assortment of fine
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AT MUCH LESS THAN THE USUAL PRICES.

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WEBER
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NILSSON.	I shall take every opportunity to *recommend* and *praise* your instruments.
KELLOGG.	For the last six years your Pianos have been my *choice* for the *Concert-room* and my own *house*.
LUCCA.	Your Uprights are *extraordinary* instruments, and deserve their *great success*.
PATTI.	I have used the Pianos of every celebrated maker, but *give yours the preference over all*.
STRAUSS.	Your Pianos astonish me. *I have never* yet seen *any Pianos which equal yours*.
WEHLI.	Madame Parepa called your Piano the finest in the United States. *I fully indorse* that opinion. They have no *Rival anywhere*.

Prices reasonable. Terms easy.
WAREROOMS:
Fifth av. cor. Sixteenth st. N. Y.

Kimball's Portland Sleighs.
We would call the attention of the public to a large assortment of these well-known sleighs, and especially to the new improvements introduced this Winter. The patent post clip and sleigh shoe at our WAREROOMS, 5TH AV., CORNER 14TH ST.
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Sole Agents for Kimball's Portland Sleighs.

SILVER
TEA AND COFFEE SETS,
Triple Plate, $23 50.
BEAUTIFUL STERLING SILVER-PLATED WARE,
Very cheap.
Silver-plated Table Knives, $4 75 per doz.
Tea Spoons, $3 per doz. Castors, cut bottles, $3.
KITCHEN COOKING UTENSILS,
And all kinds of House Furnishing goods equally low.
RICH BOHEMIAN GLASS.
CUT GLASS WARE.
Beautiful Plain and Decorated Dinner, Tea, and Toilet Sets.
Cologne Sets. Tête-à-tête Sets.
BOHEMIAN AND FRENCH CHINA VASES,
Sold at less than their COST in Europe in
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STEINWAY.
Grand, Square, and Upright Pianos,
The Standard Pianos of the World.
FIRST OF THE GRAND GOLD MEDALS OF HONOR,
World's Fair, Paris, 1867, London, 1862.
Special attention is respectfully directed to the latest improvement in their Piano-fortes:
The New Patent Tone Sustaining Pedal.
This valuable and important invention greatly enlarges the capacity of the Piano-forte for the production of musical effects.
Warerooms—109 and 111 East 14th st., N. Y.